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1859-'60.

IN FIFTEEN VOLUMES.

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Volume 2.....	No. 4, quarto.
Volume 3.....	No. 7.
Volume 4.....	No. 10 to No. 13.
Volume 5.....	No. 14 to No. 22.
Volume 6.....	No. 23 to No. 43, except No. 41.
Volume 7.....	No. 41, quarto.
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Volume 10.....	No. 55, quarto.
Volume 11.....	No. 56, quarto.
Volume 12.....	No. 71 to No. 85.
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Volume 14.....	No. 90, quarto.
Volume 15.....	Commerce and Navigation.

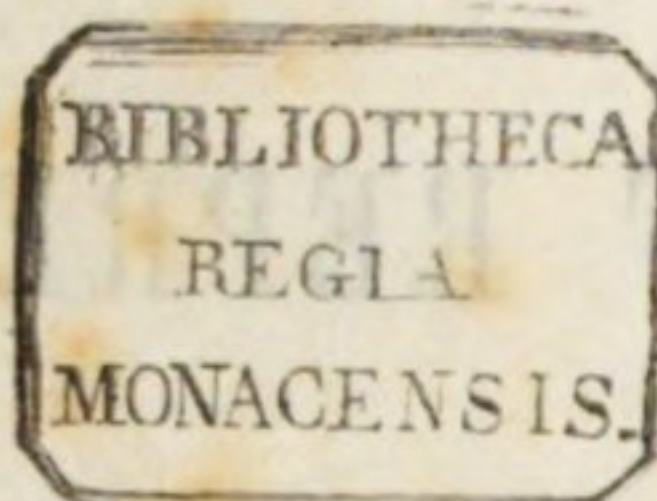
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1853-54

IN FIFTY VOLUMES.

Volume 1. No. 1 to No. 2, except Nos. 1 and 2.
Volume 2. No. 3 to No. 4.
Volume 3. No. 5 to No. 6.
Volume 4. No. 7 to No. 8.
Volume 5. No. 9 to No. 10.
Volume 6. No. 11 to No. 12.
Volume 7. No. 13 to No. 14.
Volume 8. No. 15 to No. 16.
Volume 9. No. 17 to No. 18.
Volume 10. No. 19 to No. 20.
Volume 11. No. 21 to No. 22.
Volume 12. No. 23 to No. 24.
Volume 13. No. 25 to No. 26.
Volume 14. No. 27 to No. 28.
Volume 15. No. 29 to No. 30.
Volume 16. No. 31 to No. 32.
Volume 17. No. 33 to No. 34.
Volume 18. No. 35 to No. 36.
Volume 19. No. 37 to No. 38.
Volume 20. No. 39 to No. 40.
Volume 21. No. 41 to No. 42.
Volume 22. No. 43 to No. 44.
Volume 23. No. 45 to No. 46.
Volume 24. No. 47 to No. 48.
Volume 25. No. 49 to No. 50.
Volume 26. No. 51 to No. 52.
Volume 27. No. 53 to No. 54.
Volume 28. No. 55 to No. 56.
Volume 29. No. 57 to No. 58.
Volume 30. No. 59 to No. 60.
Volume 31. No. 61 to No. 62.
Volume 32. No. 63 to No. 64.
Volume 33. No. 65 to No. 66.
Volume 34. No. 67 to No. 68.
Volume 35. No. 69 to No. 70.
Volume 36. No. 71 to No. 72.
Volume 37. No. 73 to No. 74.
Volume 38. No. 75 to No. 76.
Volume 39. No. 77 to No. 78.
Volume 40. No. 79 to No. 80.
Volume 41. No. 81 to No. 82.
Volume 42. No. 83 to No. 84.
Volume 43. No. 85 to No. 86.
Volume 44. No. 87 to No. 88.
Volume 45. No. 89 to No. 90.
Volume 46. No. 91 to No. 92.
Volume 47. No. 93 to No. 94.
Volume 48. No. 95 to No. 96.
Volume 49. No. 97 to No. 98.
Volume 50. No. 99 to No. 100.

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1854

INDEX
TO
THE EXECUTIVE DOCUMENTS
OF THE
HOUSE OF REPRESENTATIVES OF THE UNITED STATES,
OF
THE FIRST SESSION THIRTY-SIXTH CONGRESS.

Title.	Vol.	Part.	Doc.	Page.
A.				
Accounts of the government for the year ending June 30, 1859. Report of the Treasurer of the United States, transmitting a statement of the	5	----	15	
Adjutant General of the United States for the service of the army during the year ending June 30, 1861. Estimates of the...	1	----	1	249
African squadron. The number of officers and men in the service of the United States who have died in that service belonging to the	12	----	73	
African negroes. Relative to the capture of the slaver "William," near the Isle of Pines, with five hundred and fifty	12	----	83	
American seamen registered in the several ports of the United States during the year ending September 30, 1859. Letter of the Secretary of State, transmitting an abstract of the returns of	1	----	3	
Appropriations for the fiscal year ending June 30, 1861. Report of the Secretary of the Treasury of the estimates for	1	----	1	3
Appropriations, specific and indefinite, which may be required for the service of the last three quarters of the fiscal year ending June 30, 1860, made by former acts of Congress. Statement of the Register of the Treasury of the estimates for...	1	----	1	4
Appropriations to the credit of the Interior Department on June 30, 1859. Statement of the balances of	1	----	6	
Appropriations to the credit of the War Department on July 1, 1859. Statement of the balances of	5	----	21	
Appropriations for sundry civil expenses of the government. Message of the President of the United States, in explanation of his approval of the bill making	13	----	101	
Armories for the year ending June 30, 1859. Letter of the Secretary of War, transmitting a statement of the expenses of the national	6	----	27	
Arms, accoutrements, and ammunition of the militia of the United States for the year 1859. Abstract of the returns of	6	----	28	
Army Register for the year 1859. Letter of the Secretary of War, transmitting transcripts of the	6	----	35	
Army during the year ending June 30, 1861. Estimates for appropriations for the support of the	1	----	1	59
Art commissioners. Letter of the Secretary of the Interior, in regard to the report of	6	----	36	

Title.	Vol.	Part.	Doc.	Page.
Art commissioners. Report of the.....	6	----	43	
Auditor of the Treasury, transmitting copies of the accounts of the disbursements made for the benefit of the Indians during the year ending June 30, 1859. Letter of the Second	4	----	10	
Auditor of the Treasury, on the subject of claims growing out of Indian hostilities in Oregon and Washington Territories Report of the Third	4	----	11	
Auditor, in regard to the contract entered into between W. H. Degges, F. H. Smith, and M. C. Meigs, for and in behalf of the United States, with certain statements of transactions under it, particularly in reference to the interest of W. H. De Groot. Statement of the Third	12	----	85	
Austria during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	207
B.				
Balances of appropriations to the credit of the Interior Department on June 30, 1859. Statement of the	1	----	6	
Balances, a list of, due the United States, remaining unsettled for more than three years prior to July 1, 1859; and also a list of said balances due and unsettled for more than one year prior to July 1, 1859. Statement of the Comptroller of the Treasury, furnishing the	1	----	8	
Balances of appropriations to the credit of the War Department on July 1, 1859. Statement of the	5	----	21	
Banks of the United States Letter from the Secretary of the Treasury, in regard to the condition of the	8	----	49	
Barbary States during the year ending September 30, 1859. Statements of the commercial relations with the	2	----	4	368
Bolivia during they ear ending September 30, 1859. Statements of the commercial relations with	2	----	4	428
Bonesteel, A. D., agent for the Menomonee Indians. Relative to charges preferred against	8	----	47	
Books ordered to be published by either or both houses of the 33d Congress. Statement of the amount paid out of the treasury for	9	----	62	
Brazil during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	430
C.				
California Private land claims in the State of	12	----	84	
China during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	372
Chili during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	465
Chickasaw trust fund during the year 1859. A statement of the	12	----	79	
Choctaw Indians. A statement showing what amount is due the	12	----	82	
Chinese coolie trade. Message of the President in regard to	13	----	88	
Civil list for the year ending June 30, 1861. Estimates for appropriations for the	1	----	1	5
Claims. Letter of the Secretary of the Treasury, transmitting a statement of payments of miscellaneous	6	----	33	
Clerks and other persons employed in the Department of State during the year 1859. Statement of the names and compensation of the	1	----	2	
Clerks and other persons employed in the Navy Department during the year 1859. Statement of the number and compensation of the	5	----	17	

Title.	Vol.	Part.	Doc.	Page.
Clerks and other persons employed in the War Department during the year 1859. Statement of the number and compensation of the	5	----	18	
Clerks and others employed in the Treasury Department during the year 1859. Statement of the number and compensation of the	6	----	23	
Clerks and others employed in the Post Office Department during the year 1859. Statement of the number and compensation of the	13	----	95	
Clerks and others employed in the Department of the Interior during the year 1859. Statement of the number and compensation of the	4	----	13	
Coast Survey of the United States during the year ending June 30, 1861. Estimates for appropriations for the continuation of the	1	----	1	46
Coast Survey, showing the number and names of persons employed on the Coast Survey. Report of the disbursing agent of the	1	----	9	
Coast Survey, showing the progress of the survey during the year 1859. Report of the Superintendent of the	7	----	41	
<i>Papers accompanying the said report.</i>				
No. 1. Distribution of the parties of the Coast Survey upon the coasts of the United States during the surveying season of 1858-'59	7	----	41	108
No. 2. List of army officers on Coast Survey duty March 1, 1859	7	----	41	116
No. 3. List of army officers on Coast Survey duty September 1, 1859	7	----	41	116
No. 4. List of navy officers on Coast Survey duty March 1, 1859	7	----	41	117
No. 5. List of navy officers on Coast Survey duty September 1, 1859	7	----	41	117
No. 6. List of information furnished by the Coast Survey during the year 1858-'59, under authority of the Treasury Department	7	----	41	118
No. 7. Statistics of field and office-work of the United States Coast Survey during the year	7	----	41	120
No. 8. General list of Coast Survey discoveries and developments to 1858, inclusive	7	----	41	123
No. 9. Letter to the Secretary of the Treasury, communicating the position of a sunken rock off Seguin island, coast of Maine, determined by Lieut Comd'g J. Wilkinson, U. S. N., assistant Coast Survey	7	----	41	130
No. 10. Letter to the Secretary of the Treasury, communicating bearings and ranges from the true position of the Hussy rock, in Casco bay, as determined by Lieut. Comd'g John Wilkinson, U. S. N., assistant Coast Survey	7	----	41	130
No. 11. Letter to the Secretary of the Treasury, reporting the development of a rock off Ogunquit, coast of Maine, by Lieut. Comd'g Alexander Murray, U. S. N., assistant Coast Survey	7	----	41	131
No. 12. Report of Lieut. Comd'g John Wilkinson, U. S. N., assistant Coast Survey, on determining the position of a small rock at the entrance of Hyannis harbor, Massachusetts	7	----	41	131
No. 13. Letter of the Superintendent, addressed to the President of the New York Chamber of Commerce, with the report of Lieut Comd'g T. A. Craven, U. S. N., stating the result of an examination of the Battery shoal	7	----	41	132

Title.	Vol.	Part.	Doc.	Page.
Coast Survey of the United States, papers accompanying—Cont'd.				
No. 14. Tide tables for the use of navigators, prepared from the Coast Survey observations by A. D. Bache, Superintendent. (Furnished by authority of the Treasury Department to E. & G. W. Blunt, New York, and revised October, 1859)	7	----	41	136
No. 15. Table showing the least water in the channels of certain harbors, rivers, and anchorages on the coasts of the United States; reprinted from the list of 1857, and revised, with additions and tidal data	7	----	41	168
No. 16. Table for navigators, showing the variation of the compass for the year 1858, compiled from the general chart of F. J. Evans, R. N.—(See sketch No. 38).....	7	----	41	172
No. 17. Report of Capt. W. R. Palmer, United States topographical engineers, assistant Coast Survey in charge of the office, and sub-reports of the chiefs of office divisions.....	7	----	41	176
No. 18. List of registered topographical sheets received subsequent to No. 680.....	7	----	41	212
No. 19. List of registered hydrographic sheets received subsequent to No. 632.....	7	----	41	215
No. 20. List of geographical positions determined by the United States Coast Survey, and continued from reports of 1851, 1853, 1855, and 1857.....	7	----	41	216
No. 21. Report of Prof. O. M. Mitchel, director, on the moon culminations observed for the United States Coast Survey at Cincinnati Observatory	7	----	41	278
No. 22. Discussion of the magnetic and meteorological observations made at the Girard College Observatory, Philadelphia, in 1840, 1841, 1842, 1843, 1844, and 1845. Part 1. Investigation of the eleven-year period in the amplitude of the solar-diurnal variation, and of the disturbances of the magnetic declination, by A. D. Bache, LL.D.	7	----	41	278
No. 23. Results reported from the observations made by Assistant Charles A. Schott, for magnetic declination, dip, and horizontal intensity, in sections I and II, and Canada, 1859.....	7	----	41	296
No. 24. Report of Assistant Charles A. Schott on the latest results of the discussion of the secular change of the magnetic declination, accompanied by tables showing the declination (variation of the needle) for every tenth year from the date of the earliest reliable observation, for twenty-six stations on the Atlantic and Pacific coasts of the United States	7	----	41	296
No. 25. Gulf Stream explorations—Third memoir: Distribution of temperature in the water of the Florida channel and straits, by A. D. Bache, Superintendent United States Coast Survey. (Communicated, by authority of the Treasury Department, to the American Association for the Advancement of Science).....	7	----	41	306
No. 26. Report of Assistant Henry Mitchell on the physical surveys of New York harbor and the coast of Long Island, with descriptions of apparatus for observing currents, &c	7	----	41	311
No. 27. Report to the Superintendent by Assistant L. F. Pourtales, in charge of the field and office-work relating to tidal observations	7	----	41	317

Title.	Vol.	Part.	Doc.	Page.
Coast Survey of the United States, papers accompanying—Cont'd.				
No. 28. Circulars found in current bottles thrown from the surveying steamer Corwin, in 1857 and 1859, in the vicinity of the Florida reef.....	7	----	41	320
No. 29. Extracts from a report by Lieut. Comd'g C. M. Fauntleroy, U. S. N., assistant in the Coast Survey, relative to commercial advantages afforded by the upper waters of Port Royal sound, S. C.....	7	----	41	321
No. 30. Letter to the Secretary of the Treasury, reporting the completion of the survey of Sapelo sound, Ga., and communicating extracts from a report by Lieut. Comd'g C. M. Fauntleroy, U. S. N., assistant Coast Survey, relative to its commercial facilities as a harbor	7	----	41	322
No. 31. Extracts from reports made by Sub-Assistants F. W. Dorr and Charles Ferguson, describing the topographical and other features of Charlotte harbor, Florida	7	----	41	323
No. 32. Extracts from the report of Assistant S. A. Gilbert, descriptive of the coast of Texas, intervening between Matagorda bay and Corpus Christi.	7	----	41	324
No. 33. Tables for projecting maps of large extent, arranged by J. E. Hilgard, assistant U. S. Coast Survey ..	7	----	41	328
No. 34. Description of an apparatus devised by Assistant W. P. Trowbridge, and of the method of applying it in determining ocean depths and obtaining specimens of bottom.—(Sketch No. 40)	7	----	41	359
No. 35. Extracts from letters of J. M. Batchelder, esq., stating the results of trials made with Hunt's tide-metre at Charlestown navy yard, Mass	7	----	41	365
No. 36. Letter of the Secretary of the Treasury, relative to placing the Coast Survey steamer Active under the authority of Brevet Lieut. General Scott.....	7	----	41	367
No. 37. Letter of Captain John Pope, U. S. N., commandant at Portsmouth navy yard, addressed to Lieutenant Commanding Alexander Murray, U. S. N., assistant Coast Survey, on the occasion of service rendered by the Coast Survey steamer Bibb	7	----	41	367
No. 38. Letter addressed to the Superintendent by Captain D. G. Farragut, U. S. N., on visiting Beaufort river, South Carolina, with the United States steamship Brooklyn	7	----	41	367
No. 39. Letters addressed to Lieutenants T. A. Craven and J. N. Maffitt, U. S. N., on their detachment from the Coast Survey	7	----	41	368
No. 40. Aids to navigation recommended in reports made to the Superintendent by assistants of the Coast Survey	7	----	41	369
No. 41. Letter to the Secretary of the Treasury, communicating recommendations from Lieutenant Commanding Alexander Murray, U. S. N., assistant Coast Survey, for buoys in the vicinity of Fletcher's Neck, coast of Maine	7	----	41	369
No. 42. Letter of the Secretary of the Treasury, communicating a recommendation from Lieutenant Commanding J. N. Maffitt, U. S. N., assistant in the Coast Survey, for placing buoys in St. Helena sound, South Carolina.....	7	----	41	370
No. 43. Letter to the Secretary of the Treasury, communicating the recommendation of Lieutenant Commanding C. M. Fauntleroy, U. S. N., assistant Coast Survey, for buoys to mark the east channel into Port Royal sound, South Carolina.....	7	----	41	370

Title.	Vol.	Part.	Doc.	Page.
Colorado of the West. Lieutenant J. C. Ives upon the exploration of the river	14	-----	90	
Commerce and free trade. Letter of the Emperor of France on the subject of	6	-----	30	
Commerce and navigation of the United States for the year ending June 30, 1859. Report of the Secretary of the Treasury, transmitting a statement of the	15			
<i>Papers accompanying the above report :</i>				
No. 1. Statement of the goods, wares, and merchandise, of the growth, produce, and manufacture of the United States, exported to foreign countries during the year ending June 30, 1859	15	-----	-----	8
No. 2. Summary statement of the value of the exports, of the growth, produce, and manufacture of the United States during the year ending June 30, 1859	15	-----	-----	54
No. 3. General statement of goods, wares, and merchandise, of the growth, produce, and manufacture of foreign countries, exported from the United States during the year ending June 30, 1859	15	-----	-----	58
No. 4. Summary statement of goods, wares, and merchandise, of the growth, produce, and manufacture of foreign countries, exported from the United States during the year ending June 30, 1859	15	-----	-----	156
No. 5. General statement of goods, wares, and merchandise, of the growth, produce, and manufacture of foreign countries, imported into the United States during the year ending June 30, 1859	15	-----	-----	168
No. 6. Summary statement of the quantity and value of goods, wares, and merchandise, imported into the United States in American and foreign vessels during the year ending June 30, 1859	15	-----	-----	290
No. 7. General statement of the quantity and value of goods, wares, and merchandise, of the growth, produce, and manufacture of the United States, exported from each collection district during the year ending June 30, 1859	15	-----	-----	304
No. 8. General statement of goods, wares, and merchandise, of the growth, produce, and manufacture of foreign countries, exported from each collection district of the United States during the year ending June 30, 1859	15	-----	-----	350
No. 9. General statement of goods, wares, and merchandise, of the growth, produce, and manufacture of foreign countries, imported into each collection district of the United States during the year ending June 30, 1859	15	-----	-----	400
No. 10. Statement exhibiting the number of American and foreign vessels, with their tonnage and crews, which cleared from the United States for foreign countries during the year ending June 30, 1859 ..	15	-----	-----	520
No. 11. Statement exhibiting the number of American and foreign vessels, with their tonnage and crews, which entered the United States from foreign countries during the year ending June 30, 1859 ..	15	-----	-----	524
No. 12. Statement exhibiting the national character of the foreign vessels which entered into and cleared from the United States for foreign countries during the year ending June 30, 1859	15	-----	-----	528

Title.	Vol.	Part.	Doc.	Page.
Commerce and navigation U. S., papers accompanying—Continued.				
No. 13. Statistical view of the commerce of the United States, exhibiting the value of the exports to and imports from each foreign country, and the tonnage of American and foreign vessels arriving from and departing to each foreign country, during the year ending June 30, 1859.....	15	----	----	540
No. 14. Statement exhibiting the commerce of each State and Territory during the year ending June 30, 1859	15	----	----	544
No. 15. Statement exhibiting the number of American and foreign vessels, with their tonnage and crews, which cleared from each district of the United States for foreign countries during the year ending June 30, 1859	15	----	----	548
No. 16. Statement exhibiting the number of American and foreign vessels, with their tonnage and crews, which entered into each district of the United States from foreign countries during the year ending June 30, 1859.....	15	----	----	552
No. 17. Statement exhibiting the number of American and foreign vessels, with their tonnage and crews, which departed from each district of the United States, and the countries to which they cleared, during the year ending June 30, 1859.....	15	----	----	556
No. 18. Statement exhibiting the number of American and foreign vessels, with their tonnage and crews, which entered into each district of the United States, and the countries from which they arrived, during the year ending June 30, 1859.....	15	----	----	582
No. 19. Statement exhibiting the indirect trade of the United States, the countries of production and shipment, with the value of the articles imported, during the year ending June 30, 1859	15	----	----	606
No. 20. Summary statement exhibiting the value of the indirect trade of the United States during the year ending June 30, 1859.....	15	----	----	633
No. 21. Abstract of the tonnage of the several districts of the United States for the year ending June 30, 1859	15	----	----	636
No. 22. Statement exhibiting a condensed view of the tonnage of the several districts of the United States for the year ending June 30, 1859.....	15	----	----	644
No. 23. Statement showing the number and class of vessels built, and the tonnage thereof, in each State and Territory of the United States during the year ending June 30, 1859.....	15	----	----	648
No. 24. A comparative view of the registered and enrolled tonnage of the United States, showing the tonnage employed in the whale fishery, also the proportion of the enrolled and licensed tonnage employed in the coasting trade, cod fishery, mackerel fishery, and whale fishery, from 1815 to 1819, inclusive.....	15	----	----	656
No. 25. Statement showing the number and class of vessels built, and the tonnage thereof, in the several States and Territories of the United States, from 1815 to 1859, inclusive.....	15	----	----	660
Commercial relations of the United States with foreign nations during the year ending September 30, 1859. Letter of the Secretary of State, transmitting a statement of the.....	2	----	4	

Title.	Vol.	Part.	Doc.	Page.
Commercial relations of the United States with Great Britain during the year ending September 30, 1859. Statements of the	2	----	4	1
Commercial relations of the United States with France during the year ending September 30, 1859. Statements of the	2	----	4	90
Commercial relations of the United States with Spain during the year ending September 30, 1859. Statements of the	2	----	4	103
Commercial relations of the United States with Cuba during the year ending September 30, 1859. Statements of the	2	----	4	113
Commercial relations of the United States with Holland during the year ending September 30, 1859. Statements of the	2	----	4	135
Commercial relations of the United States with Portugal during the year ending September 30, 1859. Statements of the	2	----	4	145
Commercial relations of the United States with Denmark during the year ending September 30, 1859. Statements of the	2	----	4	159
Commercial relations of the United States with Sweden and Norway during the year ending September 30, 1859. Statements of the	2	----	4	171
Commercial relations of the United States with Russia during the year ending September 30, 1859. Statements of the	2	----	4	174
Commercial relations of the United States with Prussia during the year ending September 30, 1859. Statements of the	2	----	4	206
Commercial relations of the United States with Austria during the year ending September 30, 1859. Statements of the	2	----	4	207
Commercial relations of the United States with Hanover during the year ending September 30, 1859. Statements of the	2	----	4	224
Commercial relations of the United States with Frankfort-on-the-Mayn during the year ending September 30, 1859. Statements of the	2	----	4	227
Commercial relations of the United States with Saxony during the year ending September 30, 1859. Statements of the	2	----	4	259
Commercial relations of the United States with Wurtemberg during the year ending September 30, 1859. Statements of the	2	----	4	261
Commercial relations of the United States with the Hanse Towns during the year ending September 30, 1859. Statements of the	2	----	4	267
Commercial relations of the United States with the Pontifical States during the year ending September 30, 1859. Statements of the	2	----	4	307
Commercial relations of the United States with Sardinia during the year ending September 30, 1859. Statements of the	2	----	4	309
Commercial relations of the United States with the Two Sicilies during the year ending September 30, 1859. Statements of the	2	----	4	310
Commercial relations of the United States with Switzerland during the year ending September 30, 1859. Statements of the	2	----	4	316
Commercial relations of the United States with Turkey during the year ending September 30, 1859. Statements of the	2	----	4	346
Commercial relations of the United States with the Barbary States during the year ending September 30, 1859. Statements of the	2	----	4	368
Commercial relations of the United States with Siam during the year ending September 30, 1859. Statements of the	2	----	4	370
Commercial relations of the United States with China during the year ending September 30, 1859. Statements of the	2	----	4	372
Commercial relations of the United States with Japan during the year ending September 30, 1859. Statements of the	2	----	4	382
Commercial relations of the United States with the Sandwich Islands during the year ending September 30, 1859. Statements of the	2	----	4	383

Title.	Vol.	Part.	Doc.	Page.
Commercial relations of the United States with the Fejee Islands during the year ending September 30, 1859. Statements of the.....	2	----	4	394
Commercial relations of the United States with Hayti during the year ending September 30, 1859. Statements of the.....	2	----	4	395
Commercial relations of the United States with the Dominican Republic during the year ending September 30, 1859. Statements of the.....	2	----	4	397
Commercial relations of the United States with Mexico during the year ending September 30, 1859. Statements of the.....	2	----	4	398
Commercial relations of the United States with Nicaragua during the year ending September 30, 1859. Statements of the.....	2	----	4	421
Commercial relations of the United States with New Grenada during the year ending September 30, 1859. Statements of the.....	2	----	4	423
Commercial relations of the United States with Costa Rica during the year ending September 30, 1859. Statements of the.....	2	----	4	427
Commercial relations of the United States with Venezuela during the year ending September 30, 1859. Statements of the.....	2	----	4	427
Commercial relations of the United States with Bolivia during the year ending September 30, 1859. Statements of the.....	2	----	4	428
Commercial relations of the United States with Brazil during the year ending September 30, 1859. Statements of the.....	2	----	4	430
Commercial relations of the United States with Peru during the year ending September 30, 1859. Statements of the.....	2	----	4	461
Commercial relations of the United States with Chili during the year ending September 30, 1859. Statements of the.....	2	----	4	465
Commercial relations of the United States with Uruguay during the year ending September 30, 1859. Statements of the.....	2	----	4	467
Commercial relations of the United States with Paraguay during the year ending September 30, 1859. Statements of the.....	2	----	4	469
Commissioner of Public Buildings during the year ending June 30, 1861. Estimates of the.....	1	----	1	316
Comptroller of the Treasury, transmitting list of balances due the United States and unsettled for more than three years prior to July 1, 1859, and also list due for more than one year prior to same date. Statement of the.....	1	----	8	
Contingent expenses of the Department of State and of foreign intercourse during the year 1859. Letter of the Secretary of State, transmitting a statement of the.....	1	----	5	
Contingent expenses of the Interior Department during the year 1859. Letter of the Secretary of the Interior, transmitting a statement of the.....	4	----	12	
Contingent expenses of the Navy Department for the year 1859. Letter of the Secretary of the Navy, transmitting a statement of the.....	5	----	16	
Contingent expenses of the Treasury Department for the year 1859. Letter of the Secretary of the Treasury, transmitting a statement of the.....	6	----	24	
Contingent expenses of the War Department for the year 1859. Letter of the Secretary of War, transmitting a statement of the.....	6	----	25	
Contingent expenses of the military establishment during the year 1859. Letter of the Secretary of War, transmitting a statement of the.....	6	----	26	
Contingent expenses of the Post Office Department during the year ending June 30, 1859. Letter of the Postmaster General, transmitting a statement of the.....	13	----	94	
Contracts made under the authority of the War Department during the year 1859. Letter of the Secretary of War, transmitting statements of the.....	5	----	22	

Title.	Vol.	Part.	Doc.	Page.
Contracts made by the Postmaster General with several parties for wrapping paper, twine, &c. Letter from the Postmaster General, transmitting copies of.....	13	----	100	
Contractors for carrying the mails during the year ending June 30, 1859. Statement of the additional allowances made to the	13	----	86	490
Contractors for carrying the mails during the year ending June 30, 1859. Statement of the curtailment of the mail service and pay of the.....	13	----	86	550
Costa Rica during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	427
Court of Claims. Letter from the Secretary of the Interior in regard to the expenses of.....	13	----	92	
Court of Claims. A statement in regard to the expenses of	13	----	93	
Court of Claims for the fiscal year ending June 30, 1861. Estimates for the	1	----	1	9
Covode committee. Message of the President of the United States, further protesting against the proceedings of the.....	13	----	102	
Cuba during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	113
Cuba. Message of the President of the United States in regard to the imprisonment of an American citizen in the Island of....	9	----	54	
Custom-house and post office. Relative to the amount due for completion, fitting up, and furnishing the St. Louis.....	12	----	75	
Customs at Milwaukie. In reference to the removal of Morritz Shoeffler, late collector of the.....	13	----	97	
D.				
Defalcations by the collectors of customs in Illinois. Letter of the Secretary of the Treasury, in reply to a resolution whether there be any	6	----	31	
Defalcations of the late postmaster at New York. In reference to the.....	13	----	91	
De Groot. In reference to the interest of W. H.....	12	----	85	
Denmark during the year ending September 30, 1859. Statements of the commercial relations with.....	2	----	4	159
District of Columbia. On the subject of reorganizing the militia of the.....	13	----	89	
District of Columbia for the year ending June 30, 1861. Estimates for appropriations for the support of the penitentiary in the..	1	----	1	55
Dominican Republic during the year ending September 30, 1859. Statements of the commercial relations with the.....	2	----	4	397
E.				
Engineers for the service of the army during the year ending June 30, 1861. Estimates of the colonel of	1	----	1	236
Estimates for appropriation for the fiscal year ending June 30, 1861. Statement of the.....	1	----	1	3
Estimates for appropriations for per diem and mileage of Senators, and for the support of the office of the Secretary of the Senate, for the fiscal year ending June 30, 1861.....	1	----	1	5
Estimates for appropriations for per diem and mileage of members, and for the support of the office of the Clerk of the House of Representatives, for the fiscal year ending June 30, 1861..	1	----	1	
Estimates for appropriations for the support of the library of Congress for the fiscal year ending June 30, 1861.....	1	----	1	8
Estimates for appropriations for the support of the office of the Superintendent of Public Printing, and for paper required for the same, for the year ending June 30, 1861	1	----	1	8

Title.	Vol.	Part.	Doc.	Page.
Estimates for appropriations for the support of the Court of Claims during the year ending June 30, 1861.....	1	----	1	9
Estimates for appropriations for the support of the executive during the year ending June 30, 1861.....	1	----	1	9
Estimates for appropriations for the support of the Department of State during the year ending June 30, 1861.....	1	----	1	10
Estimates for appropriations for the support of the Treasury Department during the year ending June 30, 1861.....	1	----	1	11
Estimates for appropriations for the support of the Department of the Interior for the year ending June 30, 1861.....	1	----	1	19
Estimates for appropriations for the support of the War Department during the year ending June 30, 1861.....	1	----	1	25
Estimates for appropriations for the support of the Navy Department during the year ending June 30, 1861.....	1	----	1	28
Estimates for appropriations for the support of the Post Office Department during the year ending June 30, 1861.....	1	----	1	31
Estimates for appropriations for the support of the mint of the United States and branches, and for the assay office in New York, for the year ending June 30, 1861.....	1	----	1	32
Estimates for appropriations for the support of the governments in the Territories during the year ending June 30, 1861.....	1	----	1	34
Estimates for appropriations for the support of the judiciary during the year ending June 30, 1861.....	1	----	1	36
Estimates for appropriations for the support of the government intercourse with foreign nations for the year ending June 30, 1861.....	1	----	1	45
Estimates for appropriations for the support of annuities and grants during the year ending June 30, 1861.....	1	----	1	45
Estimates for appropriations for the support of the independent treasury during the year ending June 30, 1861.....	1	----	1	45
Estimates for appropriations for the support of the Coast Survey during the year ending June 30, 1861.....	1	----	1	46
Estimates for appropriations for the support of the light-house establishment during the year ending June 30, 1861.....	1	----	1	47
Estimates for appropriations for the support of the public buildings and grounds during the year ending June 30, 1861.....	1	----	1	50
Estimates for appropriations for expenses in surveying the public lands for the year ending June 30, 1861.....	1	----	1	52
Estimates for appropriations for the support of the Patent Office during the year ending June 30, 1861.....	1	----	1	53
Estimates for appropriations for the support of the government hospital for the insane for the year ending June 30, 1861.....	1	----	1	53
Estimates for appropriations for the support of the exploring expeditions during the year ending June 30, 1861.....	1	----	1	54
Estimates for appropriations required to meet expenses of collecting the revenue from the sales of the public lands for the year ending June 30, 1861. Statement of the.....	1	----	1	54
Estimate for appropriations for the support of the penitentiary in the District of Columbia for the year ending June 30, 1861..	1	----	1	55
Estimates for appropriations for the payment of pensions during the year ending June 30, 1861.....	1	----	1	55
Estimates for appropriations for the support of the Indian department for the year ending June 30, 1861.....	1	----	1	55
Estimates for appropriations for the support of the army during the year ending June 30, 1861.....	1	----	1	59
Estimates for appropriations for the support of armories, arsenals, and for the purchase of munitions of war for the year ending June 30, 1861.....	1	----	1	60
Estimates for appropriations for the support of the Military Academy for the year ending June 30, 1861.....	1	----	1	60
Estimates for appropriations for the repairs, preservation, and construction of fortifications during the year ending June 30, 1861.....	1	----	1	61

Title.	Vol.	Part.	Doc.	Page.
Estimates for appropriations for the support of the navy during the year ending June 30, 1861	1	----	1	63
Estimates for appropriations for the support of the Paymaster General's department of the army for the year ending June 30, 1861. Statement of the	1	----	1	131
Estimates for appropriations for the support of the Quartermaster General's department of the army for the year ending June 30, 1861. Statement of the	1	----	1	158
Estimates for appropriations for the support of the Surgeon General's department of the army for the year ending June 30, 1861. Statement of the	1	----	1	223
Estimates for appropriations for the support of the Ordnance department of the army for the year ending June 30, 1861. Statement of the	1	----	1	225
Estimates for appropriations for the support of the Engineer department of the army for the year ending June 30, 1861. Statement of the	1	----	1	236
Estimates for appropriations for the support of the Adjutant General's department of the army during the year ending June 30, 1861	1	----	1	249
Estimates for appropriations for the support of the Bureau of Yards and Docks of the navy during the year ending June 30, 1861. Statement of the	1	----	1	255
Estimates for appropriations for the support of the Bureau of Ordnance and Hydrography of the navy for the year ending June 30, 1861. Statement of the	1	----	1	272
Estimates for appropriations for the support of the Bureau of Construction, Equipment, and Repairs of the navy for the year ending June 30, 1861. Statement of the	1	----	1	279
Estimates for appropriations for the support of the Bureau of Provisions and Clothing of the navy for the year ending June 30, 1861. Statement of the	1	----	1	283
Estimates for appropriations for the support of the Bureau of Medicine and Surgery of the navy for the year ending June 30, 1861. Statement of the	1	----	1	285
Estimates for appropriations for the support of the Paymaster's department of the marine corps for the year ending June 30, 1861. Statement of the	1	----	1	289
Estimates for appropriations for the support of the Quartermaster's department of the marine corps for the year ending June 30, 1861. Statement of the	1	----	1	293
Estimates for appropriations to meet the expenses of collecting the revenue from the sale of the public lands for the year ending June 30, 1861. Statement of the	1	----	1	306
Estimates for appropriations required for surveying the public lands for the year ending June 30, 1861. Statement of the	1	----	1	310
Estimates for appropriations required for taking the eighth census for the year ending June 30, 1861. Statement of the	1	----	1	315
Estimates for appropriations required for the support of the Patent Office for the year ending June 30, 1861. Statement of the	1	----	1	315
Estimates for appropriations for public buildings, grounds, &c., for the year ending June 30, 1861. Statement of the	1	----	1	316
Evidence taken by the board of navy officers for investigating the condition of the navy yards	12	----	71	
Expenditures from appropriations made during the 34th and 35th Congresses in the disposal of private land claims in California. Statement of the	12	----	84	
Expenditures of the national armories, &c., for the year 1859. Letter of the Secretary of War, transmitting a statement of the	6	----	27	
Expenditures of the government for the year ending June 30, 1859. Letter of the Secretary of the Treasury, transmitting a statement of the receipts and	3	----	7	

Title.	Vol.	Part.	Doc.	Page.
Exports of the goods, wares, and merchandise, of the growth, produce, and manufacture of the United States, during the year ending June 30, 1859. Statement of the.....	15	----	----	8
Exports of goods, wares, and merchandise, of the growth, produce, and manufacture of foreign countries, during the year ending June 30, 1859. Statement of the.....	15	----	----	58
Exports of goods, wares, and merchandise, of the growth, produce, and manufacture of the United States from each collection district, during the year ending June 30, 1859. Statement of the.....	15	----	----	304
Exports of goods, wares, and merchandise, of the growth, produce, and manufacture of foreign countries, from each collection district, during the year ending June 30, 1859. Statement of the.....	15	----	----	350
F.				
Fejee Islands during the year ending September 30, 1859. Statements of the commercial relations with the.....	2	----	4	394
Fees on permits to land the baggage of passengers at the port of New York. Relative to the practice of collecting.....	12	----	72	
Fitch, United States district attorney of the northern district of Illinois. Statement relative to the accounts of Henry S.....	9	----	53	
Foreign nations during the year ending September 30, 1859. Letter of the Secretary of State, transmitting a statement of the commercial relations of the United States with.....	2	1	4	
Foreign intercourse for the year 1859. Letter of the Secretary of State, transmitting a statement of the contingent expenses of.....	1	----	5	
Foreign intercourse during the year ending June 30, 1861. Estimates for appropriations for the expenses of.....	1	----	1	43
Fortifications and defences during the year ending June 30, 1861. Estimates for appropriations for.....	1	----	1	61
Fowler. In relation to the defalcation of Isaac V.....	13	----	91	
France during the year ending September 30, 1859. Statements of the commercial relations with.....	2	----	4	90
France on commerce and free trade. Message of the President of the United States, transmitting letter of the Emperor of....	6	----	30	
Frankfort-on-the-Mayn during the year ending September 30, 1859. Statements of the commercial relations with.....	2	----	4	227
Frontier of Texas. In relation to the troubles on the.....	12	----	81	
G.				
Great Britain during the year ending September 30, 1859. Statements of the commercial relations with.....	2	----	4	1
H.				
Hanover during the year ending September 30, 1859. Statements of the commercial relations with.....	2	----	4	224
Hanse Towns during the year ending September 30, 1859. Statements of the commercial relations with the.....	2	----	4	267
Hayti during the year ending September 30, 1859. Statements of the commercial relations with.....	2	----	4	395
Harbor improvements for the northern and northwestern lakes. Letter of the Secretary of War, in regard to annual report of Lieutenant Colonel James D. Graham on the.....	6	----	29	
Harlem river. As to the practicability of making navigable the...	9	----	64	
Harney, relating to the affairs in the department of Oregon. Official correspondence of Brigadier General William S.....	9	----	65	

Title.	Vol.	Part	Doc.	Page.
Hebrew persuasion. Relative to discrimination in Switzerland against citizens of the United States of the.....	12	----	76	
Holland during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	135
I.				
Imports of goods, wares, and merchandise, of the growth, produce, and manufacture of foreign countries, during the year ending June, 30, 1859. Statement of the.....	15	----	----	168
Imports of goods, wares, and merchandise, of the growth, produce, and manufacture of foreign countries, into each collection district, during the year ending June 30, 1859. Statement of the.....	15	----	----	400
Indian hostilities in Oregon and Washington Territories. Report of the Third Auditor of the Treasury on the subject of claims growing out of.....	4	----	10	
Indian reserve in Kansas Territory for New York Indians. Letter of the Secretary of the Interior in regard to.....	6	----	37	
Indian Affairs, transmitting estimates, &c., for negotiating treaties with certain Indian tribes of the plains and in Minnesota. Letter from the Commissioner of	9	----	61	
Indian department and fulfilling treaties with various Indian tribes during the year ending June 30, 1861. Estimates for the current and contingent expenses of the.....	1	----	1	55
Insane in the District of Columbia during the year ending June 30, 1861. Estimates for appropriations for the support of the hospital for the.....	1	----	1	53
Interior during the year ending June 30, 1861. Estimate for appropriations for the support of the Department of the.....	1	----	1	19
Interior, transmitting a statement of the balances of appropriations standing to the credit of the Interior Department. Letter of the Secretary of the	1	----	6	
Interior, transmitting a statement of the contingent expenses of the Department of the Interior during the year ending June 30, 1859. Letter of the Secretary of the.....	4	----	12	
Interior, transmitting a list of clerks and other persons employed in the Department of the Interior, and their compensation, for the year 1859. Letter of the Secretary of the	4	----	13	
Interior, transmitting copies of documents in regard to nineteen private land claims in New Mexico. Letter of the Secretary of the	5	----	14	
Interior, in answer to a resolution of the House calling for the report of the art commissioners. Letter of the Secretary of the.....	6	----	36	
Interior, transmitting a copy of the report of the Commissioner of Indian Affairs in regard to New York Indian reserve in Kansas Territory. Letter of the Secretary of the	6	----	37	
Interior, transmitting correspondence relative to charges preferred against A. D. Bonesteel, United States agent for the Menomonee Indians. Letter from the Secretary of the.....	8	----	47	
Interior, transmitting information in relation to the accounts of Charles N. Pine, esq., late United States marshal, and Henry S. Fitch, esq., United States district attorney of the northern district of Illinois. Letter from the Secretary of the...	9	----	53	
Interior, submitting estimates for certain expenses of district land offices. Letter of the Secretary of the	9	----	66	
Interior, transmitting a statement showing what amount is due the Choctaw Indians. Letter from the Secretary of the.....	12	----	82	
Interior, transmitting a statement of the expenses of the Court of Claims, and for the defence of the government cases therein since its organization. Letter from the Secretary of the	13	----	92	

Title.	Vol.	Part.	Doc.	Page.
Interior, transmitting a statement prepared by the Secretary of the Treasury in regard to the expenses of the Court of Claims since its organization. Letter of the Secretary of the -----	13	----	93	
Investigation in reference to abuses in certain navy yards. Letter of the Secretary of the Navy, transmitting general report of the board of -----	6	----	34	
Investigating the condition of the navy yards. Evidence taken by the board of navy officers for -----	12	----	71	
Ives upon the exploration of the river Colorado of the West. Report of Lieutenant J. C -----	14	----	90	
J.				
Japan during the year ending September 30, 1859. Statements of the commercial relations with -----	2	----	4	382
L.				
Land claims in New Mexico -----	5	----	14	
Land offices. Letter of the Secretary of the Interior, submitting estimates for certain expenses of district -----	9	----	66	
Land claims in the State of California. Statement of the expenditures from appropriations made during the 34th and 35th Congresses in the disposal of private -----	12	----	84	
Land Office, transmitting estimates for appropriations during the year ending June 30, 1861. Letter from the Commissioner of the General -----	1	----	1	22
<i>Papers accompanying the above.</i>				
Estimates of appropriations required for salaries and contingent expenses of the office -----	1	----	1	301
Estimates to meet expenses of collecting revenue from the sales of the public lands -----	1	----	1	306
Appropriations for surveying department -----	1	----	1	312
Appropriations of the two, three, and five per cent. to the States therein named -----	1	----	1	315
Light-house establishment for the year ending June 30, 1861. Estimates for appropriations for the support of -----	1	----	1	47
M.				
Manchac Pass, on Mississippi river. Information in regard to obstructions in -----	8	----	46	
Mail contractors for failure to deliver the mails for the year 1859. Statement of the fines and deductions from the pay of -----	6	----	40	
Mail service during the year ending June 30, 1859. Statement of the curtailment of the -----	13	----	86	550
Mails between the Atlantic and Pacific ports. Message of the President of the United States in reference to the transportation of the -----	13	----	99	
Mails made during the year ending June 30, 1858. Letter of the Postmaster General, transmitting a statement of the offers and contracts for carrying the -----	13	----	86	
Mails established during the year ending June 30, 1859. Statement of the land and water -----	13	----	86	467
Mail contractors during the year ending June 30, 1859. Statement of the curtailment of the mail service and pay of the -----	13	----	86	550
Marine corps during the year ending June 30, 1859. Statement of the pay and emoluments of officers of the -----	6	----	38	28

Title.	Vol.	Part.	Doc	Page.
Marine corps for the year ending June 30, 1861. Estimates for appropriations for the support of the paymaster's department of the	1	----	1	289
Marine corps for the year ending June 30, 1861. Estimates for appropriations for the support of the quartermaster's department of the	1	----	1	293
Medicine and Surgery of the navy during the year ending June 30, 1861. Estimates for appropriations for the support of the Bureau of	1	----	1	285
Meteorological observations. Report of the Commissioner of Patents on	10	----	55	
Mexico during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	398
Mexico. Message of the President of the United States relative to the expulsion of American citizens from	9	----	59	
Militia of the United States for the year 1859. Abstract of the return of arms, accoutrements, and ammunition of the	6	----	28	
Militia of the District of Columbia. Report of army and militia officers on the subject of reorganizing the	13	----	89	
Military establishment during the year 1859. Statement of the expenditures of the appropriations for the contingent expenses of the	6	----	26	
Military Academy during the year ending June 30, 1861. Estimates for appropriations for the support of the	1	----	1	60
Minnesota. Message of the President of the United States in regard to the existence of the Territory of	12	----	74	
Mint of the United States, branches, and assay office, during the year ending June 30, 1861. Estimates for appropriations for the support of the	1	----	1	32
Miscellaneous claims. Letter of the Secretary of the Treasury, transmitting a statement of payments of	6	----	33	
Mississippi sound, on the Mexican Gulf coast. Letter from the Secretary of the Treasury, transmitting a memoir and charts of.	9	----	58	
N.				
Nautical Almanac for the year ending June 30, 1861. Estimates for the expenses of compiling and printing the	1	----	1	278
Naval Academy during the year ending June 30, 1861. Estimates for appropriations for the support of the	1	----	1	275
Naval Observatory and Hydrographical office during the year ending June 30, 1861. Estimates for appropriations for the support of the	1	----	1	274
Navigation.—(<i>See Commerce and Navigation</i>)				
Navy Department during the year ending June 30, 1861. Estimates for appropriations for the support of the	1	----	1	28
Navy officers. Evidence taken by the board of	12	----	71	
Navy, transmitting a statement of the contingent expenses of the Navy Department for the year 1859. Letter of the Secretary of the	5	----	16	
Navy, transmitting a list of the names and compensation of the clerks and other persons employed in the Navy Department for the year 1859. Letter of the Secretary of the	5	----	17	
Navy, transmitting the report of the board of naval officers directed some time during the year 1859 to inquire into the abuses of the navy yards. Letter of the Secretary of the ..	6	----	34	
Navy, transmitting a statement of the pay and allowances of the officers of the navy and marine corps during the year ending June 30, 1859. Letter of the Secretary of the	6	----	38	
Navy, transmitting copies of the Navy Register for 1860. Letter of the Secretary of the	6	----	39	

Title.	Vol.	Part.	Doc.	Page.
Navy, transmitting an abstract of offers for furnishing naval supplies coming under the cognizance of the Bureau of Yards and Docks for the year ending June 30, 1860. Letter from the Secretary of the	9	----	70	
Navy, transmitting a copy of the evidence taken by the board of navy officers for investigating the condition of the navy yards. Letter from the Secretary of the	12	----	71	
New Granada during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	423
New Mexico private land claims. Letter of the Secretary of the Interior, transmitting copies of documents in regard to	5	----	14	
New Mexico. Estimates for completing public buildings in	8	----	45	
New York post office. A statement of the number of persons employed in delivering and collecting letters during the year 1859 in connexion with the	8	----	51	
New Orleans post office. Letter from the Acting Postmaster General, asking appropriation for completing and furnishing rooms in the custom-house at New Orleans for the use of the	9	----	63	
New Mexico. Concerning Indian hostilities in the Territory of	9	----	69	
New York. Relative to collecting fees on permits to land baggage of passengers at the port of	12	----	72	
New Orleans post office. Postmaster General, transmitting copies of letters relating to the finishing of rooms in the custom-house for	12	----	80	
Nicaragua during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	421
O.				
Ordnance for the service of the army during the year ending June 30, 1861. Estimates of the colonel of	1	----	1	226
Ordnance and Hydrography of the navy during the year ending June 30, 1861. Estimates for appropriations for the support of the Bureau of	1	----	1	272
Oregon. Official correspondence of General William S. Harney relating to affairs in the department of	9	----	65	
Oregon. Copies of correspondence with General Harney in reference to his administration in	13	----	98	
P.				
Pacific railroad. Governor I. I. Stevens on the exploration of a northern route for a	11	----	56	
Paraguay during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	469
Passengers arriving in the United States by sea during the year 1859. Letter of the Secretary of State, transmitting a statement of the number of	6	----	32	
Paraguay, republic of. Convention between the United States and the	8	----	48	
Patents, transmitting the report upon meteorological observations. Letter from the Commissioner of	10	----	55	
Passengers at the port of New York. Relative to the practice of collecting fees on permits to land the baggage of	12	----	72	
Paymaster of the marine corps during the year ending June 30, 1861. Estimates of the	1	----	1	289
Penitentiary in the District of Columbia for the year ending June 30, 1861. Estimates for appropriations for the support of	1	----	1	55
Pensions during the year ending June 30, 1861. Estimates for the appropriations for the payments of	1	----	1	55
Peru during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	461

Title.	Vol	Part.	Doc.	Page.
Pine, late marshal of the northern district of Illinois. Statement relative to the accounts of Charles N.	9	----	53	
Portugal during the year ending September 30, 1859. Statements of the commercial relations with.	2	----	4	145
Pontifical States during the year ending September 30, 1859. Statements of the commercial relations with the.	2	----	4	307
Ports of delivery. What have been discontinued.	9	----	57	
Post Office Department for the year ending June 30, 1860. Estimates of appropriations for the support of the.	5	----	19	
Post Office Department for the year ending June 30, 1861. Estimates of appropriations for the support of the.	5	----	20	
Post Office Department for the years ending June 30, 1858-'59 Treasurer's accounts of the receipts and disbursements for the service of the.	8	----	44	
Post Office Department during the year ending June 30, 1859. Letter of the Postmaster General, transmitting a statement of the contingent expenses of the.	13	----	94	
Post Office Department during the year ending June 30, 1861. Estimates of appropriation for the support of the.	1	----	1	31
Postmaster General, transmitting estimates for the service of the Post Office Department for the fiscal year ending June 30, 1860. Letter of the.	5	----	19	
Postmaster General, transmitting estimates for the service of the Post Office Department for the fiscal year ending June 30, 1861. Letter of the.	5	----	20	
Postmaster General, transmitting the annual report of fines imposed upon, and deductions from, the pay of mail contractors. Letter of the.	6	----	40	
Postmaster General, transmitting a statement showing the number of persons employed in delivering and collecting letters in connexion with the post office in the city of New York for the year ending June 30, 1859, with the amount paid to each. Letter from the Acting.	8	----	51	
Postmaster General, asking an appropriation for completing and furnishing rooms in the custom-house at New Orleans for the use of the post office. Letter from the Acting.	9	----	63	
Postmaster General, transmitting copies of letters relating to the finishing of rooms in the custom-house at New Orleans designed for the post office. Letter from the.	12	----	80	
Postmaster General, transmitting a statement of the offers for carrying the mails, land and water mails established, additional allowances made to contractors, and curtailment of mail service and pay ordered during the year ending June 30, 1859. Letter of the.	13	----	86	
Postmaster General, transmitting a report in reference to the defalcation of the late postmaster at New York. Letter from the.	13	----	91	
Postmaster General, transmitting a statement of the contingent expenses of the Post Office Department during the year ending June 30, 1859. Letter from the.	13	----	94	
Postmaster General, transmitting the names and compensation of the clerks and other persons employed in the Post Office Department during the year ending December 31, 1859. Letter of the.	13	----	95	
Postmaster General, transmitting contracts with several parties for wrapping paper, twine, &c. Letter of the.	13	----	100	
President of the United States, transmitting a letter of the Emperor of France on the subject of commerce and free trade. Message of the.	6	----	30	
President of the United States, transmitting a copy of the convention between the United States and the republic of Paraguay. Message of the.	8	----	48	

Title.	Vol.	Part	Doc.	Page.
President of the United States, protesting against certain proceedings of the House of Representatives. Message of the.....	8	----	50	
President of the United States, transmitting information in reference to the difficulties on the southwestern frontier. Message from the.....	8	----	52	
President of the United States, transmitting information in reference to the imprisonment of an American citizen in the Island of Cuba. Message from the.....	9	----	54	
President of the United States, transmitting information respecting the expulsion of American citizens from Mexico. Message of the.....	9	----	59	
President of the United States, transmitting information in regard to the duties on tobacco in foreign countries. Message of the.....	9	----	60	
President of the United States, transmitting information as to the practicability of making the Harlem river navigable for commercial purposes, and the expenses thereof. Message of the.....	9	----	64	
President of the United States, transmitting information concerning Indian hostilities in the Territory of New Mexico. Message of the.....	9	----	69	
President of the United States, transmitting information in regard to the number of officers and men in the service of the United States belonging to the African squadron who have died in that service. Message of the.....	12	----	73	
President of the United States, in answer to a resolution of the House calling for information in relation to the existence of the Territory of Minnesota. Message of the.....	12	----	74	
President of the United States, transmitting information relative to discriminations in Switzerland against citizens of the United States of the Hebrew persuasion. Message of the.....	12	----	76	
President of the United States, transmitting copies of correspondence relative to the condition of affairs in the Territory of Utah. Message of the.....	12	----	78	
President of the United States, transmitting correspondence relative to the capture of the slaver "William," near the Isle of Pines, with five hundred and fifty African negroes on board. Message from the.....	12	----	83	
President of the United States, transmitting a statement of the expenditures from appropriations made during the 34th and 35th Congresses in the disposal of private land claims in the State of California, &c. Message of the.....	12	----	84	
President of the United States, transmitting information in regard to the Chinese coolie trade. Message of the.....	13	----	88	
President of the United States, in reference to the transportation of the mails between the Atlantic and Pacific ports. Message from the.....	13	----	99	
President of the United States, in explanation of his approval of the bill making appropriations for sundry civil expenses of the government. Message of the.....	13	----	101	
President of the United States, further protesting against the proceedings of the Covode committee. Message of the.....	13	----	102	
Private land claims in New Mexico. Relative to.....	5	----	14	
Provisions and Clothing of the navy during the year ending June 30, 1861. Estimates for appropriations for the support of the Bureau of.....	1	----	1	283
Prussia during the year ending September 30, 1859. Statements of the commercial relations with.....	2	----	4	206
Public stores in the city of New York. In reference to a contract for the performance of certain labor at the.....	9	----	67	

Title.	Vol.	Part.	Doc.	Page.
Public lands during the year ending June 30, 1861. Estimates required to meet expenses of collecting the revenue from the sale of the	1	----	1	306
Public Printing. Estimates of appropriations for office of Superintendent of the	1	----	1	8
Q.				
Quartermaster general for the service of the army during the year ending June 30, 1861. Estimates of the	1	----	1	158
Quartermaster of the marine corps during the year ending June 30, 1861. Estimates of the	1	----	1	293
R.				
Reciprocity treaty with Canada. Report of Israel T. Hatch and John W. Taylor in regard to the operations of the	13	----	96	
Russia during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	174
S.				
Saxony during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	259
Sardinia during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	309
Sandwich Islands during the year ending September 30, 1859. Statements of the commercial relations with the	2	----	4	383
San Juan. A report relative to the occupation of the island of	12	----	77	
San Juan island. Secretary of War calling attention to an error in the print of executive document No. 65, relating to difficulties on the	13	----	87	
Seamen registered in the several ports of the United States during the year ending September 30, 1859. Letter of the Secretary of State, transmitting an abstract of the returns of American	1	----	3	
Shoeffer, late collector of customs at Milwaukie. In reference to the removal of	13	----	97	
Siam during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	370
Slaver William. Relative to the capture of the	12	----	83	
Spain during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	103
State, transmitting a list of clerks and others employed in the State Department. Letter of the Secretary of	1	----	2	
State, transmitting an abstract of the returns of American seamen registered in the several ports of the United States during the year ending September 30, 1859. Letter of the Secretary of	1	----	3	
State, transmitting a statement of the contingent expenses of the State Department and foreign intercourse during the year ending June 30, 1859. Letter of the Secretary of	1	----	5	
State, transmitting a statement of the commercial relations of the United States with foreign nations during the year ending September 30, 1859. Letter of the Secretary of	2	----	4	
State, transmitting a statement of the number of passengers arriving in the United States by sea during the year 1859. Letter of the Secretary of	6	----	32	
State, transmitting a report relative to the occupation of the island of San Juan. Letter from the Secretary of	12	----	77	

Title.	Vol.	Part.	Doc.	Page.
Stevens on the exploration of the northern route for a Pacific railroad. Report of Governor I. I.	11	----	56	
St. Louis custom-house and post office. In relation to the completion, fitting up, and furnishing the	12	----	75	
Superintendent of Public Printing. Estimates of appropriation for the support of the office, and for paper required during the year ending June 30, 1861, by the	1	----	1	8
Surgeon General for the service of the army during the year ending June 30, 1861. Estimates of the	1	----	1	223
Survey of the coast of the United States during the year ending June 30, 1861. Estimates for appropriations for the continuation of the	1	----	1	46
Survey of the public lands during the year ending June 30, 1861. Estimates for appropriations for the	1	----	1	52
Sweden and Norway during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	171
Switzerland during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	316
Switzerland. Relative to discriminations against citizens of the United States of the Hebrew persuasion in	12	----	76	
T.				
Territories during the year ending June 30, 1861. Estimates for appropriations for the support of the governments in the	1	----	1	34
Texas frontier. In relation to the troubles on the	12	----	81	
Tobacco in foreign countries. Message from the President of the United States in regard to the duties on	9	----	60	
Tonnage and crews of American and foreign vessels which cleared from the United States for foreign countries during the year ending June 30, 1859. Statement of the	15	----	----	524
Tonnage and crews of American and foreign vessels which entered into the United States from foreign countries during the year ending June 30, 1859. Statement of the	15	----	----	528
Tonnage and crews of the American and foreign vessels which cleared from each district of the United States for foreign countries during the year ending June 30, 1859. Statement of the	15	----	----	{ 548 556
Tonnage and crews of American and foreign vessels which entered each district of the United States from foreign countries during the year ending June 30, 1859. Statement of the	15	----	----	{ 552 582
Tonnage of the several districts of the United States on June 30, 1859. Statement of the	15	----	----	636
Tonnage of the United States, showing the tonnage employed in the whale fishery, also the proportion of the enrolled and licensed tonnage employed in the coasting trade, cod fishery, mackerel fishery, and whale fishery, from 1815 to 1859, inclusive. Comparative view of the registered and enrolled ..	15	----	----	656
Trade of the United States, the countries of production and shipment, with the value of the articles imported, during the year ending June 30, 1859. Statement of the indirect	15	----	----	606
Treasurer of the United States, transmitting a statement of the accounts of the government for the year ending June 30, 1859. Report of the	5	----	15	
Treasurer of the United States, transmitting copies of the Treasurer's accounts of the receipts and disbursements for the service of the Post Office Department for the years ending June 30, 1858 and 1859. Letter from the	8	----	44	
Treasury Department during the year ending June 30, 1861. Estimates for appropriations for the support of the	1	----	1	11

Title.	Vol.	Part.	Doc.	Page.
Treasury during the year ending June 30, 1861. Estimates for appropriations for the support of the independent.....	1	----	1	45
Treasury, for appropriations, specific and indefinite, which may be required for the last three quarters of the fiscal year ending June 30, 1860, made by former acts of Congress. Statement of the Register of the	1	----	1	4
Treasury, transmitting estimates for appropriations for the fiscal year ending June 30, 1861. Report of the Secretary of the.....	1	----	1	3
Treasury, transmitting list of balances due the United States for more than three years prior to July 1, 1859, and also list unsettled for more than one year prior to July 1, 1859. Statement of Comptroller of the	1	----	8	
Treasury, transmitting statement of the names and salaries of persons employed on the Coast Survey. Letter of the Secretary of the	1	----	9	
Treasury, transmitting statement of the receipts and expenditures of the government for the year ending June 30, 1859. Letter of the Secretary of the.....	3	----	7	
Treasury, transmitting a list of clerks and others employed in the Treasury Department, and their compensation, during the year 1859. Letter of the Secretary of the.....	6	----	23	
Treasury, transmitting a statement of the contingent expenses of the Treasury Department during the year ending June 30, 1859. Letter of the Secretary of the.....	6	----	24	
Treasury, transmitting answer to a resolution of the House as to whether there be any defalcations by the collectors of customs in the State of Illinois. Letter of the Secretary of the.....	6	----	31	
Treasury, transmitting a statement of payments for miscellaneous claims. Letter of the Secretary of the	6	----	33	
Treasury, transmitting estimates necessary to complete the capitol and penitentiary buildings in New Mexico. Letter of the Secretary of the	8	----	45	
Treasury, transmitting statement of the condition of the banks throughout the United States. Letter from the Secretary of the	8	----	49	
Treasury, transmitting information relative to what ports of delivery, if any, have been discontinued. Letter from the Secretary of the	9	----	57	
Treasury, transmitting a memoir and charts of Mississippi sound, on the Mexican Gulf coast. Letter from the Secretary of the.....	9	----	58	
Treasury, transmitting a statement of the amount that has been paid out of the treasury for books ordered to be published by either or both houses of the 33d Congress, as well as the amount paid for books for the new members of said Congress under the usual resolutions, &c., &c. Letter from the Secretary of the	9	----	62	
Treasury, transmitting information in reference to a contract for the performance of certain labor at the public stores in the city of New York. Letter of the Secretary of the.....	9	----	67	
Treasury, transmitting information relative to the practice of collecting fees on permits to land the baggage of passengers at the port of New York, &c. Letter from the Secretary of the.....	12	----	72	
Treasury, transmitting information as to the amount due for the completion, fitting up, and furnishing the St. Louis custom-house and post office. Letter from the Secretary of the	12	----	75	
Treasury, transmitting a statement of the state of the Chickasaw trust fund. Letter from the Secretary of the	12	----	79	
Treasury, transmitting statement of the Third Auditor in regard to the contract entered into between W. H. Degges and F. H. Smith and Montgomery C. Meigs for and in behalf of the United States, with certain statements of transactions under it, particularly in reference to the interest of W. H. De Groot. Letter from the Secretary of the	12	----	85	

Title.	Vol.	Part.	Doc.	Page.
Treasury, transmitting reports of Israel T. Hatch and James W. Taylor in regard to the operations of the reciprocity treaty with Canada. Letter of the Secretary of the.....	13	----	96	
Treasury, transmitting an answer in reference to the removal of Morritz Shœffer, late collector of the customs at Milwaukie. Letter of the Secretary of the	13	----	97	
Treasury, transmitting a statement of the commerce and navigation of the United States during the year ending June 30, 1859. Report of the Secretary of the	15			
Treaties with certain Indian tribes of the plains and in Minnesota. Estimates, &c., for negotiating.....	9	----	61	
Trust fund. A statement of the state of the Chickasaw.....	12	----	79	
Turkey during the year ending September 30, 1859. Statements of the commercial relations with	2	----	4	346
Two Sicilies during the year ending September 30, 1859. Statements of the commercial relations with the.....	2	----	4	310
U.				
Uruguay during the year ending September 30, 1859. Statements of the commercial relations with.....	2	----	4	467
Utah. Relative to the condition of affairs in the Territory of.....	12	----	78	
V.				
Venezuela during the year ending September 30, 1859. Statements of the commercial relations with.....	2	----	4	427
Vessels, with their tonnage and crews, which cleared from the United States for foreign countries during the year ending June 30, 1859. Statement of the number of American and foreign	15	----		520
Vessels, with their tonnage and crews, which entered into the United States from foreign countries during the year ending June 30, 1859. Statement of the number of American and foreign	15	----		524
Vessels which entered into and cleared from the United States for foreign countries during the year ending June 30, 1859. Statement of the national character of the foreign.....	15	----		528
Vessels built, and the tonnage thereof, in each State and Territory of the United States, during the year ending June 30, 1859. Statement of the number and class of	15	----		648
Vessels built, and the tonnage thereof, in the several States and territories of the United States, from 1815 to 1859 inclusive. Statement showing the number and class of	13	----		660
W.				
Wagon road from Fort Smith to the Colorado river. Report of Edward F. Beale, relating to the construction of a.....	6	----	42	
War Department during the year ending June 30, 1861. Estimates for the support of	1	----	1	25
War, transmitting a statement of the names of clerks and other persons employed in the War Department during the year 1859. Letter of the Secretary of.....	5	----	18	
War, transmitting a statement of appropriations drawn during the years 1858-'59, and balances on hand June 30, 1859, and amount of surplus fund. Letter of the Secretary of.....	5	----	21	
War, transmitting statements showing the contracts made under the authority of the War Department during the year 1859. Letter of the Secretary of	5	----	22	

Title.	Vol.	Part.	Doc.	Page.
War, transmitting a statement of the contingent expenses of the War Department during the year ending June 30, 1859. Letter of the Secretary of -----	6	----	25	
War, transmitting a statement of the expenditures for the contingent expenses of the military establishment. Letter of the Secretary of -----	6	----	26	
War, transmitting a statement of the expenses of the national armories, &c., for the year 1859. Letter of the Secretary of -----	6	----	27	
War, transmitting a return of the militia of the United States, their arms and accoutrements, and ammunition, for the year 1859. Letter of the Secretary of -----	6	----	28	
War, in answer to a resolution of the House, requesting the communication of the annual report of Lieutenant Colonel James D. Graham, on the harbor improvements of the northern and northwestern lakes. Letter of the Secretary of -----	6	----	29	
War, transmitting transcript of Army Register for the year 1859. Letter of the Secretary of -----	6	----	35	
War, transmitting the report of Edward F. Beale, relating to the construction of a wagon road from Fort Smith to the Colorado river. Letter of the Secretary of -----	6	----	42	
War, transmitting the report of the art commissioners. Letter of the Secretary of -----	6	----	43	
War, transmitting information in relation to the nature of the obstructions in Bayou Manchac, Mississippi river. Letter of the Secretary of -----	8	----	46	
War, transmitting the official correspondence of Brigadier General William S. Harney, relating to the affairs in the department of Oregon. Letter from the Secretary of -----	9	----	65	
War, transmitting an account of the number of officers, non-commissioned officers, musicians, privates, and marines, who were in the service of the government of the United States during the war with Great Britain of 1812, for a period of six months and upwards. Letter of the Secretary of -----	9	----	68	
War, transmitting the final report of Governor I. I. Stevens, of Washington Territory, on the exploration of the northern route for a Pacific railroad. Letter of the Secretary of -----	11	----	56	
War, transmitting information in relation to the troubles on the Texas frontier. Letter from the Secretary of -----	12	----	81	
War, calling attention to an error in the printing of Ex. Doc No. 65 of the present session, relating to the difficulties on San Juan island. Letter of the Secretary of -----	13	----	87	
War, transmitting a report of army and militia officers on the subject of reorganizing the militia of the District of Columbia. Letter of the Secretary of -----	13	----	89	
War, transmitting copies of correspondence with General Harney, not heretofore published, in reference to his administration in Oregon. Letter of the Secretary of -----	13	----	98	
War, transmitting the report of J. C. Ives, topographical engineers, upon the explorations of the river Colorado of the West, with accompanying maps. Letter of the Secretary of -----	14	----	90	
Wurtemberg during the year ending September 30, 1859. Statements of the commercial relations with -----	2	----	4	261
Y.				
Yards and Docks of the navy during the year ending June 30, 1861. Estimates for appropriations for the Bureau of -----	1	----	1	255

OFFERS AND CONTRACTS FOR CARRYING THE MAILS, &c.

LETTER

FROM

THE POSTMASTER GENERAL,

TRANSMITTING

An abstract of offers for carrying the mails, &c.

MAY 25, 1860.—Laid upon the table and ordered to be printed.

POST OFFICE DEPARTMENT, *May 25, 1860.*

SIR: In compliance with the provisions of the act of June 2, 1836, "to change the organization of the Post Office Department," &c., I have the honor to transmit herewith:

1. An abstract of the offers for carrying the mails made within the year preceding the first of July, 1859, and a report of all contracts made for the transportation of the mails within the year aforesaid. (On routes in the States of Virginia, North Carolina, South Carolina, Georgia, and Florida, constituting the southern section, the contracts for which expired on the 30th of June, 1859, the offers received were mostly accepted, and contracts made for the term commencing July 1, 1859, and ending June 30, 1863. For routes in the other States and Territories, established by the act of Congress approved June 14, 1858, and advertized February 1, 1859, contracts were not entered into, except in a few instances, in consequence of the necessary appropriations not having been made by Congress.)

2. A statement of all such land and water mails as have been established or ordered by the department within said year other than those let to contract at the annual lettings of mail contracts.

3. A report of allowances made to mail contractors for additional service within said year.

4. A report of curtailments of mail service and pay ordered within said year.

I have the honor to be, very respectfully, your obedient servant,

J. HOLT,

Postmaster General.

HON. WILLIAM PENNINGTON,

Speaker of the House of Representatives.

No. 1.

An abstract of the offers for carrying the mails made within the year preceding July 1, 1859; and a report of contracts made for the transportation of mails within the year aforesaid in the States of Virginia, North Carolina, South Carolina, Georgia, and Florida, under the advertisement of the Postmaster General of December 13, 1859, and for the contract term commencing July 1, 1859, and ending June 30, 1863. (Last day for receiving proposals April 2, 1859, 3 p. m.)

VIRGINIA.

ROUTE No. 4101.

From Washington, D. C., to Richmond, Virginia, 131 miles, and back, twice daily.

Bidder's name.	Sum per annum.
Edwin Robinson, Prest. Richmond, Fredericksburg, and Potomac Railroad Company -----	\$39,300.

Contract made with the Richmond, Fredericksburg, and Potomac Railroad Company, dated July 27, 1859, at \$39,300 per annum.

Leave Washington daily at 6 30 a. m. and 7 30 p. m.; arrive at Richmond by 2 30 p. m. and 4 a. m.

Leave Richmond daily at 6 p. m. and 6 a. m.; arrive at Washington by 3 a. m. and 1 30 p. m.

ROUTE No. 4102.

From Richmond to Petersburg, 24 miles, and back, twice daily.

Bidder's name.	Sum per annum.
P. V. Daniel, President, &c.	\$7,350.

Contract made with the Richmond and Petersburg Railroad Company, dated July 27, 1859, at \$7,350 per annum.

Leave Richmond daily at 3 p. m. and 5 a. m.; arrive at Petersburg by 4 30 p. m. and 6 30 a. m.

Leave Petersburg daily at 3 45 p. m. and 4 a. m.; arrive at Richmond by 5 15 p. m. and 5 15 a. m.

ROUTE No. 4103.

From Petersburg, Virginia, to Weldon, North Carolina, 64 miles, and back, twice daily.

Bidder's name.	Sum per annum.
W. T. Joynes, President Petersburg Railroad Company.	\$19,200.

Contract made with the Petersburg Railroad Company, dated July 27, 1859, at \$19,200 per annum.

Leave Petersburg daily at 5 15 p. m. and 7 a. m.; arrive at Weldon by 8 30 p. m. and 10 30 a. m.

Leave Weldon daily at 12 m. and 11 30 p. m.; arrive at Petersburg by 3 p. m. and 3 a. m.

ROUTE No. 4104.

From Accokeek to Garrisonville, 8 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Thomas O. West -----	\$198.
Robert H. McCleave -----	148. Accepted April 25, 1859.

Contract made with Robert H. McCleave, dated April 25, 1859, at \$148 per annum.

Leave Accokeek Tuesday, Thursday, and Saturday, at 12 m.; arrive at Stafford Court-House by 1 p. m. and at Garrisonville by 3 p. m.

Leave Garrisonville Tuesday, Thursday, and Saturday, at 3½ p. m.; arrive at Stafford Court-House by 5 p. m.

Leave Stafford Court-House Tuesday, Thursday, and Saturday, at 8½ a. m.; arrive at Accokeek by 9½ a. m.

ROUTE No. 4105.

From Fredericksburg to Orange Court-House, 35 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John W. Burke.....	\$1,200, two-horse stage. 1,000, ○○○.
Charles H. Bradshaw.....	1,200, two-horse coach. 800, one-horse carriage.
Lancelot Partlow.....	1,097, ○○○.
T. A. Coakley.....	1,000.
John J. Ennis.....	940, ○○○.
Jezreel Wright.....	800.
Robert F. Northen.....	796, ○○○.
James Osborn.....	787, ○○○.
C. H. Bradshaw.....	700, one-horse carriage. 1,100, two-horse coach.
James Brooks.....	600, horse and buggy.
Jezreel Wright.....	590, one-horse carriage. <i>Accepted April 25, 1859.</i>

Contract made with Jezreel Wright, dated April 25, 1859, at \$590 per annum.

Leave Fredericksburg Monday, Wednesday, and Friday, at 3 a. m.; arrive at Orange Court-House by 3 p. m.

Leave Orange Court-House Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Fredericksburg by 4 p. m.

ROUTE No. 4106.

From Fredericksburg to Falmouth, 1½ miles, and back, daily.

Bidder's name.	Sum per annum.
Eliza Coones.....	\$160. <i>Accepted April 25, 1859.</i>

Contract made with Eliza Coones, dated April 25, 1859, at \$160 per annum.

Leave Fredericksburg daily at 2 p. m.; arrive at Falmouth by 2½ p. m.

Leave Falmouth daily at 9 a. m.; arrive at Fredericksburg by 9½ a. m.

ROUTE No. 4107.

From Fredericksburg to Frederickshall, 43 miles, and back, twice a week.

Bidders' names.	Sum per annum.
T. A. Coakley.....	\$700.
R. W. Elsom.....	600.
Robert F. Northen.....	600, ○○○.
Lancelot Partlow.....	532, ○○○. <i>Accepted April 25, 1859.</i>
(After time.)	
Thomas E. Ryan.....	150, commence at Andrews'. (Received April 25, 1859.)

Contract made with Lancelot Partlow, dated April 25, 1859, at \$600 per annum.

Leave Fredericksburg Tuesday and Friday at 8 a. m.; arrive at Frederickshall next days by 8 a. m.

Leave Frederickshall Wednesday and Saturday at 10 a. m.; arrive at Fredericksburg next days by 10 a. m.

ROUTE No. 4108.

From Fredericksburg to Hampstead, 22 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William Quisenberry.....	\$700.
Lancelot Partlow.....	558.
Robert F. Northen.....	550, 000.
William G. Fitzhugh.....	380. <i>Accepted April 25, 1859.</i>

Leave Fredericksburg Monday, Wednesday, and Friday, at 6 a. m.; arrive at Hampstead by 11 a. m.

Leave Hampstead Monday, Wednesday, and Friday, at 1 p. m.; arrive at Fredericksburg by 6 p. m.

ROUTE No. 4109.

From Fredericksburg to Warsaw, 70 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William Quisenberry.....	\$2,500, two-horse coach to Montrose; sulky residue.
Andrew B. Adams.....	2,000, two-horse stage.
John J. Ennis.....	1,640, 000.
Robert F. Northen.....	1,300, 000. <i>Accepted April 25, 1859.</i>

Contract made with Robert M. Northen, dated April 25, 1859, at \$1,300 per annum.

Leave Fredericksburg Monday, Wednesday, and Friday, at 12 m.; arrive at Warsaw next days by 10 a. m.

Leave Warsaw Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Fredericksburg next days by 9 a. m.

ROUTE No. 4110.

From Fredericksburg to Tappahannock, 55½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
William Quisenberry.....	\$1,475, including invited service.
Andrew B. Adams.....	1,200, one-horse buggy.
Robert F. Northen.....	1,200, 000.
William Quisenberry.....	1,200, 000; one-horse vehicle.
Thomas Rouse.....	950, 000.
John J. Ennis.....	940, 000. <i>Accepted April 25, 1859.</i>
	100, 000; additional for invited service.
James E. Ennis.....	845, via Farmer's Shop and Libnoh.
	775, inadequate.

(After time.)

Charles F. Bayliss.....	999. (Received April 5, 1859.)
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Contract made with John J. Ennis, dated April 25, 1859, at \$940 per annum.

Leave Fredericksburg Monday, Wednesday, and Friday, at 3 a. m.; arrive at Tappahannock by 6 p. m.

Leave Tappahannock Tuesday, Thursday, and Saturday, at 3 a. m.; arrive at Fredericksburg by 6 p. m.

ROUTE No. 4111.

From Fredericksburg to Libnoh, 19 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Andrew B. Adams.....	\$400; schedule changed.
Robert F. Northen.....	320. 000.
(Not let.)	

ROUTE No. 4112.

From Todd's to Locust Grove, 16 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Robert H. McCleave.....	\$275.
Lancelot Partlow.....	224, 000.
Charles H. Bradshaw.....	200. <i>Accepted April 25, 1859.</i>

Contract made with Charles H. Bradshaw, dated April 25, 1859, at \$200 per annum.

Leave Todd's Tuesday and Saturday at 9 a. m. ; arrive at Locust Grove by 2 p. m.

Leave Locust Grove Tuesday and Saturday at 2½ p. m. ; arrive at Todd's by 7½ p. m.

ROUTE No. 4113.

From Falmouth to Hartwood, 7½ miles, twice a week.

Bidder's name.	Sum per annum.
John Irvine.....	\$96. <i>Accepted April 25, 1859.</i>

Contract made with John Irvine, dated April 25, 1859, at \$96 per annum.

Leave Falmouth Tuesday and Friday at 3½ p. m. ; arrive at Hartwood by 5½ p. m.

Leave Hartwood Tuesday and Friday at 1 p. m. ; arrive at Falmouth by 3 p. m.

ROUTE No. 4114.

From Warsaw to Kilmarnock, 49 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Jethro Carter.....	\$750.
Robert M. Harris.....	675.
L. A. L. Lamkins.....	675, sulky.
Benjamin Pursell.....	649.
Robert F. Northen.....	649, 000.
Richard Templeman.....	619.
R. W. Mothershead.....	598, sulky.
Samuel McKenney.....	500. <i>Accepted April 25, 1859.</i>

Contract made with Samuel McKenney, dated April 25, 1859, at \$500 per annum.

Leave Warsaw Wednesday and Saturday at 5 a. m. ; arrive at Kilmarnock by 7 p. m.

Leave Kilmarnock Thursday and Monday at 5 a. m. ; arrive at Warsaw by 7 p. m.

ROUTE No. 4115.

From Warsaw to Kilmarnock, 34 miles, and back, twice a week.

Bidders' names.	Sum per annum.
George W. Cook.....	\$699, one-horse buggy.
Robert F. Northen.....	620, 000.
L. A. L. Lamkins.....	580, sulky.
Jethro Carter.....	550.
Benjamin Pursell.....	549.
John P. Harris.....	545, one-horse sulky.
Richard Templeman.....	519, one-horse buggy.
Richard H. Mothershead.....	500, sulky. <i>Accepted April 25, 1859.</i>

Contract made with Richard H. Mothershead, dated April 25, 1859, at \$500 per annum.

Leave Warsaw Wednesday and Saturday at 6 a. m. ; arrive Kilmarnock by 6 p. m.

Leave Kilmarnock Thursday and Monday at 6 a. m. ; arrive at Warsaw by 6 p. m.

ROUTE No. 4116.

From Warsaw to Warsaw, equal to 19 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John P. Harris.....	\$540, one horse sulky.
Richard Templeman.....	498, one-horse buggy.
R. H. Mothershead.....	390.

Bidders' names.	Sum per annum.
Samuel McKenney.....	\$320.
William A. Jackson.....	225, commence at Montrose and end at Hague, omitting Kinsale.
Robert F. Northern.....	200, 000. <i>Accepted April 25, 1859.</i>

Contract made with Robert F. Northern, dated April 25, 1859, at \$200 per annum.

Leave Warsaw Tuesday and Saturday at 11 a. m. ; arrive at Kinsale by 6 p. m.

Leave Kinsale Tuesday and Saturday at 6 a. m. ; arrive at Warsaw by 10 a. m.

ROUTE No. 4117.

From Lancaster to Merry Point, 5 miles, and back, twice a week.

(No bidders ; not let.)

ROUTE No. 4118.

From Kilmarnock to White Stone, 5 miles, and back, once a week.

Bidder's name.	Sum per annum.
Jethro Carter.....	\$100, twice a week. <i>Accepted April 25, 1859, and service reduced to once a week, and pay to \$50 per annum.</i>

Accepted bidder having declined, contract made with Nathan Spriggs, dated June 6, 1859, at \$50 per annum.

Leave Kilmarnock Saturday at 7 p. m. ; arrive at White Stone by 8½ p. m.

Leave White Stone Saturday at 4 p. m. ; arrive at Kilmarnock by 5½ p. m.

ROUTE No. 4119.

From Heathville to Burgess' Store, 10 miles, and back, once a week.

(No bidders ; not let)

ROUTE No. 4120.

From King George Court-House to Hampstead, 7 miles, and back, once a week.

(No bidders ; not let.)

ROUTE No. 4121.

From Guiney's to Thornsburg, 10 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Robert H. McCleave.....	\$200.
Isaac Carneal.....	156. <i>Accepted April 25, 1859, and service reduced to twice a week and pay to \$104.</i>

Contract made with Isaac Carneal, dated April 25, 1859, at \$104 per annum.

Leave Guiney's Tuesday and Friday at 2 p. m. ; arrive at Thornsburg by 5 p. m.

Leave Thornsburg Tuesday and Friday at 10 a. m. ; arrive at Guiney's by 1 p. m.

ROUTE No. 4122.

From Milford to Bowling Green, 2½ miles, and back, twice daily, except Sunday.

Bidders' names.	Sum per annum.
Robert F. Northern.....	\$300, 000.
John J. Ennis.....	140, 000.
John J. Ennis.....	45, provided bid for 4123 be accepted.
James E. Ennis.....	24, two-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with James E. Ennis, dated April 25, 1859, at \$24 per annum.

ROUTE No. 4123.

From Bowling Green to King George C. H., 27 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Robert F. Northen	\$600, 000.
James Osborn.....	600, 000.
James E. Ennis	571, six times a week to Port Royal, and three the residue.
John J. Ennis.....	397, 000.
	245 for three additional weekly trips to Port Royal.
James J. Ennis.....	290, two-horse coach to Port Royal; buggy residue.
	<i>Accepted April 25, 1859.</i>

Contract made with James J. Ennis, dated April 25, 1859, at \$290 per annum.

Leave Bowling Green Monday, Wednesday, and Friday at 1½ p. m.; arrive at Port Royal by 5 p. m.

Leave Port Royal Tuesday, Thursday, and Saturday at 5 a. m.; arrive at King George C. H. by 8 a. m.

Leave King George C. H. Tuesday, Thursday, and Saturday at 8 p. m.; arrive at Port Royal by 11½ a. m.

Leave Port Royal Monday, Wednesday, and Friday at 4½ a. m.; arrive at Bowling Green by 8 a. m.

ROUTE No. 4124.

From Bowling Green to Newtown, 26½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
A. L. Houston.....	\$200.
R. D. Ennis.....	195.
James E. Ennis.....	195.
Edmund Ennis	174, 000. <i>Accepted April 25, 1859.</i>
Albert Taylor, (agent).....	169.

Leave Bowling Green Wednesday and Saturday at 5 a. m.; arrive at Newtown by 12 m.

Leave Newtown Wednesday and Saturday at 2 p. m.; arrive at Bowling Green by 9 p. m.

ROUTE No. 4125.

From Bowling Green to Mangohick, 24 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Edmund Ennis.....	\$289, 000.
Addison L. Houston.....	208.
James E. Ennis	205.
R. D. Ennis	198. <i>Accepted April 25, 1859.</i>
Albert Taylor, (agent).....	181.

Contract made with R. D. Ennis, dated April 25, 1859, at \$198 per annum.

Leave Bowling Green Wednesday and Saturday at 4 a. m.; arrive at Mangohick by 12 m.

Leave Mangohick Wednesday and Saturday at 1 p. m.; arrive at Bowling Green by 9 p. m.

ROUTE No. 4126.

From Richmond to Tappahannock, 51½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
Thomas Rouse	\$750, four-horse coach to Old Church; two-horse coach residue.
Robert F. Northen.....	675, 000. <i>Accepted April 25, 1859.</i>
Wm. B. Davis.....	623, (mode inadequate.)

Contract made with Robert F. Northen, dated April 25, 1859, at \$675 per annum.
 Leave Richmond Tuesday and Friday at 3 a. m. ; arrive at Tappahannock by 3½ p. m.
 Leave Tappahannock Wednesday and Saturday at 4 a. m. ; arrive at Richmond by 5½ p. m.

ROUTE No. 4127.

From Richmond to Gloucester C. H. , 74 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Robert F. Northen.....	\$1,150, 000.
Wm. B. Davis	1,037.
Thomas Rouse.....	900, two-horse coach to Stevensville ; residue ***.

Accepted April 25, 1859.

Contract made with Thomas Rouse, dated April 25, 1859, at \$900 per annum.
 Leave Richmond Tuesday and Friday at 3 a. m. ; arrive at Stevensville by 2 p. m.
 Leave Stevensville Tuesday and Friday, on arrival from Richmond, say at 2½ p. m. ;
 arrive at Gloucester C. H. next days by 10 a. m.
 Leave Gloucester Wednesday and Saturday at 10½ a. m. ; arrive at Stevensville by 9 p. m.
 Leave Stevensville Monday and Thursday at 6 a. m. ; arrive at Richmond by 2 p. m.

ROUTE No. 4128.

From Richmond to Williamsburg, 60 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John J. Ennis.....	\$920, 000.
Robert F. Northen.....	900, 000. <i>Accepted April 25, 1859.</i>

Contract made with Robert F. Northen, dated April 25, 1859, at \$900 per annum.
 Leave Richmond Tuesday and Friday at 4 a. m. ; arrive at Williamsburg by 8 p. m.
 Leave Williamsburg Wednesday and Saturday at 4 a. m. ; arrive at Richmond by 8 p. m.

ROUTE No. 4129.

From Richmond to Norfolk, 148 miles, and back, 6 times a week.

Bidder's name.	Sum per annum.
R. O. Haskins.....	\$4,000, (too high, offer \$3,000.)

Contract made with R. O. Haskins, dated May 14, 1859, at \$3,000 per annum.
 Leave Richmond daily, except Sunday, at 5 a. m. in summer, and 7½ a. m. in winter;
 arrive at Norfolk by 5½ p. m. in summer, and 7 p. m. in winter.
 Leave Norfolk daily, except Sunday, at 5½ a. m. in summer, and 7½ a. m. in winter;
 arrive at Richmond by 5½ p. m. in summer, and 7 p. m. in winter.

ROUTE No. 4130.

From Richmond to Frederickshall, 58 miles, and back, twice a week.

Bidders' names.	Sum per annum.
William C. Thomas	\$1,100.
Lancelot Partlow	844.
P. D. Woods	795.
Robert F. Northen.....	699, 000.
F. M. Stanley	597. <i>Accepted April 25, 1859.</i>

Contract made with F. M. Stanley, dated April 25, 1859, at \$597 per annum.
 Leave Richmond Tuesday and Friday at 5 a. m. ; arrive at Frederickshall next days by
 11 a. m.
 Leave Frederickshall Wednesday and Saturday at 12 m. ; arrive at Richmond Thursday
 and Monday by 8 p. m.

ROUTE No. 4131.

From Richmond to Trevillian's depot, 67½ miles, and back, once a week to Poindexter's store, and twice a week the residue.

Bidders' names.	Sum per annum.
Benjamin Henson.....	\$600.
P. D. Woods.....	575.
Benjamin Henson.....	475, schedule changed. <i>Accepted April 25, 1859.</i>

Contract made with Benjamin Henson, dated April 25, 1859, at \$475 per annum.

Leave Richmond Friday at 5 a. m.; arrive at Trevillian's depot next day by 4 p. m.

Leave Trevillian's depot Saturday at 4½ p. m.; arrive at Poindexter's store by 6 p. m.

Leave Poindexter's store Tuesday at 12 m.; arrive at Trevillian's depot by 2 p. m.

Leave Trevillian's depot Tuesday at 2½ p. m.; arrive at Poindexter's store by 4½ p. m.

Leave Poindexter's store Wednesday at 10 a. m.; arrive at Richmond next day by 10 p. m.

ROUTE No. 4132.

From Richmond to Pattonsburg, 197½ miles, and back, three times a week; Beaver dam, Goochland, Hardwicksville, Tye river warehouse, Bent creek, and Stonewall mills to be supplied three times a week by side mails.

Bidders' names.	Sum per annum.
Edmund & Davenport.....	\$6,500, canal packets.
R. W. Elsom.....	4,995, <i>Accepted April 25, 1859.</i>

Contract made with R. W. Elsom, dated 25th April, 1859, at \$4,995 per annum.

From May 1 to October 31.

Leave Richmond Monday, Wednesday, and Friday, at 6 p. m.; arrive at Lynchburg Wednesday, Friday, and Sunday, by 6 a. m.

Leave Lynchburg Monday, Wednesday, and Friday, at 7 a. m.; arrive at Pattonsburg by 7 p. m.

Leave Pattonsburg Monday, Wednesday, and Friday, at 6 a. m.; arrive at Lynchburg by 6 p. m.

Leave Lynchburg Monday, Wednesday, and Friday, at 8 p. m.; arrive at Richmond Wednesday, Friday, and Sunday by 8 a. m.

From November 1 to April 30.

Leave Richmond Monday, Wednesday, and Friday at 8 a. m.; arrive at Lynchburg next days by 8 p. m.

Leave Lynchburg Monday, Wednesday, and Friday, at 7 a. m.; arrive at Pattonsburg by 7 p. m.

Leave Pattonsburg Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Lynchburg by 7 p. m.

Leave Lynchburg Monday, Wednesday, and Friday, at 8 a. m.; arrive at Richmond next days by 8 p. m.

ROUTE No. 4133.

From Fleetwood Academy to Stevensville, 16 miles, and back, twice a week.

Bidders' names.	Sum per annum.
R. F. Northen.....	\$350.
William B. Davis.....	124. <i>Accepted April 25, 1859.</i>

Contract made with William B. Davis, dated April 25, 1859, at \$124 per annum.

Leave Fleetwood Academy Tuesday and Friday at 8 a. m.; arrive at Stevensville by 1 p. m.

Leave Stevensville on arrival of Richmond mail—say at 2½ p. m.; arrive at Fleetwood Academy by 7½ p. m.

ROUTE No. 4134.

From Bestland to Miller's tavern, 6 miles, and back, twice a week.

Bidder's names.	Sum per annum.
William B. Davis.....	\$94. 120, four times a week.
James Durham.....	60. 104, four times a week.
Robert T. Shackelford.....	49. 96, four times a week.
James H. Taylor	45. <i>Accepted April 25, 1859.</i>

Contract made with James H. Taylor, dated April 25, 1859, at \$45 per annum.

Leave Bestland Tuesday and Friday at 10 a. m.; arrive at Miller's tavern by 12 m.

Leave Miller's tavern Tuesday and Friday on arrival of mail from Richmond—say at 2 p. m.; arrive at Bestland by 4 p. m.

ROUTE No. 4135.

From Tappahannock to Warsaw, 8 miles, and back, twice a week.

Bidders' names.	Sum per annum.
James Osborn.....	\$465, ***.
Alexander M. Wright.....	364.
R. F. Northen	304, ***.
James M. Morgan.....	345.
G. W. Cook.....	299, one-horse buggy.
William B. Webb.....	247.
John P. Harris.....	245.
William R. McKenney.....	220, schedule reversed.
William R. Doggins.....	200.
Joseph Newman.....	200.
Henry Richards	175, one-horse sulky. <i>Accepted April 25, 1859.</i>

Contract made with Henry Richards, dated April 25, 1859, at \$175 per annum.

Leave Tappahannock Tuesday and Friday at 4 p. m.; arrive at Warsaw by 6½ p. m.

Leave Warsaw Tuesday and Friday at 1 p. m.; arrive at Tappahannock by 3½ p. m.

ROUTE No. 4136.

From Tappahannock to Gloucester C. H., 60 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Robert H. Stiff.....	\$1,179, ***.
Jonathan R. Ross.....	875, sulky.
Joseph Newman.....	750.
Thomas Rouse	700, ***.
R. F. Northen.....	620, ***. <i>Accepted April 25, 1859.</i>
Wm. M. Humphreys, (after time.)	600. (Received April 11, 1859.)

Contract made with Robert F. Northen, dated April 25, 1859, at \$620 per annum.

Leave Tappahannock Tuesday and Friday after arrival from Richmond and Fredericksburg, say at 6½ p. m.; arrive at Gloucester C. H. next days by 8 p. m.

Leave Gloucester C. H. Monday and Thursday at 8 a. m.; arrive at Tappahannock next days by 2 p. m.

ROUTE No. 4137.

From Saluda to Sandy Bottom, 20 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Robert H. Stiff.....	\$245, ***. <i>Accepted April 25, 1859.</i>
Richard M. Glenn	245, ***.
Wm. M. Humphreys, (after time.)	200. (Received April 11, 1859.)

Contract made with Robert H. Stiff, dated April 25, 1859, at \$245 per annum.

Leave Saluda Wednesday and Saturday at 2 p. m.; arrive at Sandy Bottom by 7 p. m.

Leave Sandy Bottom Wednesday and Saturday at 7 a. m.; arrive at Saluda by 12 m.

ROUTE No. 4138.

From Lanesville to Rumford Academy, 11 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Thomas Pemberton.....	\$150. <i>Accepted April 25, 1859.</i>

Contract made with Thomas Pemberton, dated April 25, 1859, at \$150 per annum.
 Leave Lanesville Tuesday and Friday at 11 a. m.; arrive at Rumford Academy by 2½ p. m.
 Leave Rumford Academy Tuesday and Friday at 2½ p. m.; arrive at Lanesville by 6 p. m.

ROUTE No. 4139.

From Stevensville to New Prospect, 10 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Robert F. Northen.....	\$309. 000. <i>Extend to Urbana at pro rata.</i>
(Not let.)	

ROUTE No. 4140.

New Kent Court-House to Charles City Court-House, 15½ miles, and back, once a week.

Bidder's name.	Sum per annum.
Wm. D. New	\$125. <i>Accepted April 25, 1859.</i>

Contract made with Wm. D. New, dated April 25, 1859, at \$125 per annum.
 Leave New Kent Court-House Saturday at 2 p. m.; arrive at Charles City Court-House by 7 p. m.
 Leave Charles City Court-House Saturday at 8 a. m.; arrive at New Kent Court-House by 1 p. m.

ROUTE No. 4141.

From Charles City Court-House to Apperson's, 12 miles, and back, once a week.

Bidder's name.	Sum per annum.
Wm. D. New	\$100. <i>Accepted April 25, 1859.</i>

Contract made with Wm. D. New, dated April 25, 1859, at \$100 per annum.
 Leave Charles City Court-House Friday at 1 p. m.; arrive at Apperson's by 5 p. m.
 Leave Apperson's Friday at 6 p. m.; arrive at Charles City Court-House next day by 8 a. m.

ROUTE No. 4142.

From Wilcox's wharf to Charles City Court-House, 4 miles, and back, three times a week.

Bidder's name.	Sum per annum.
Wm. D. New	\$375, six times a week. 200. <i>Accepted April 25, 1859.</i>

Contract made with Wm. D. New, dated April 25, 1859, at \$200 per annum.
 Leave Wilcox's wharf Monday, Wednesday, and Friday, at 11 a. m.; arrive at Charles City Court-House by 12 m.
 Leave Charles City Court-House Monday, Wednesday, and Friday, at 8 a. m.; arrive at Wilcox's wharf by 9 a. m.

ROUTE No. 4143.

From Edna mills to Pocahontas mills, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Charles Evans.....	\$100. End at Wilcox's wharf.
Geo. Bradley.....	65. End at Wilcox's wharf. <i>Accepted April 25, 1859.</i>

Contract made with G. Bradley, dated April 25, 1859, at \$65 per annum.

Leave Edna mills Wednesday at 6½ a. m.; arrive at Wilcox's wharf by 10 a. m.

Leave Wilcox's wharf Wednesday on arrival of mail from Richmond, say at 11 a. m.; arrive at Edna mills by 2 p. m.

ROUTE No. 4144.

From Williamsburg to Yorktown, 16 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Thomas Lindsay	\$1,250, 000.
J. F. Bowry	1,200.
R. W. Elsem	995, 000.
James Osborn	960, 000.
Samuel C. White	940, two-wheel carriage.
Robert F. Northen	900, 000.
Lewis Ellison	900, two-horse coach.
	798, 000. <i>Accepted April 25, 1859.</i>

Contract made with Lewis Ellison, dated April 25, 1859, at \$798 per annum.

Leave Williamsburgh daily, except Sunday, at 8 a. m.; arrive at Grove Landing by 10 a. m.

Leave Grove Landing daily, except Sunday, at 2 p. m.; arrive at Williamsburgh by 4 p. m.

Leave Grove Landing daily, except Sunday at 2 p. m.; arrive at Yorktown by 5 p. m.

Leave Yorktown daily, except Sunday, at 8 a. m.; arrive at Grove Landing by 11 a. m.

ROUTE No. 4145

From Yorktown to Matthews Court-House, 43½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
R. F. Northen	\$800, 000.
A. W. Bohannon	649, buggy.
Leroy Bohannon	600, sulky. <i>Accepted April 25, 1859.</i>

Contract made with Leroy Bohannon, dated April 25, 1859, at \$600 per annum.

Leave Yorktown Thursday and Saturday at 6 a. m.; arrive at Mathews Court-House by 5 p. m.

Leave Matthews Court-House Thursday and Saturday at 6 a. m.; arrive at Yorktown by 5 p. m.

ROUTE No. 4146.

From Yorktown to Warwick Court-House, 12 miles, and back, twice a week.

Bidders' names.	Sum per annum.
George Cooper	\$250.
	300.
James Belvin	190.
Samuel C. White	175, buggy. <i>Accepted April 25, 1859.</i>

Contract made with Samuel C. White, dated April 25, 1859, at \$175 per annum.

Leave Yorktown Thursday and Saturday at 7 a. m.; arrive at Warwick Court-House by 11 a. m.

Leave Warwick Court-House Thursday and Saturday at 12 m.; arrive at Yorktown by 4 p. m.

ROUTE No. 4147.

From Yorktown to Baltimore, Maryland, 200 miles, and back, once a week.
(No bidders; not let.)

ROUTE No. 4148.

From Norfolk to Petersburg, 81½ miles, and back, daily.

Contract made with the Norfolk and Petersburg Railroad Company, dated July 27, 1859, at \$8,150 per annum.

Leave Norfolk daily at 0.30 p. m.; arrive at Petersburg by 5 10 p. m.
 Leave Petersburg daily at 7 a. m.; arrive at Norfolk by 11 30 a. m.

ROUTE No. 4149.

From Norfolk to Baltimore, 200 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Baltimore Steam Packet Company; M. A. Falls, president.	\$18,000. <i>Accepted April 25, 1859.</i>

Contract made with Baltimore Steam Packet Company, dated April 25, 1859.

Leave Norfolk daily, except Sunday, on arrival from Weldon, say at 6 p. m.; arrive at Baltimore next days by 8 a. m.

Leave Baltimore daily, except Sunday, on arrival from Washington—say at 5 p. m.; arrive at Norfolk next days by 7 a. m.

ROUTE No. 4150.

From Baltimore to New York, 300 miles, and back, once a week, in steamboats.
 (No bidders; not let.)

ROUTE No. 4151.

From Norfolk to Old Point Comfort, 21 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Francis Mallory.....	\$1,490, steamboats. <i>Accepted April 25, 1859.</i>

Contract made with Francis Mallory, dated April 25, 1859, at \$1,490 per annum.

Leave Norfolk daily, except Sunday, from June 20 to September 1 at 5½ a. m., and from September 1 to June 20 at 8 a. m.; arrive at Old Point Comfort from June 20 to September 1 by 8 a. m., and from September 1 to June 20 by 11 a. m.

Leave Old Point Comfort daily, except Sunday, from June 20 to September 1 at 2 p. m., and from September 1 to June 20 at 4 p. m.; arrive at Norfolk from June 20 to September 1 by 4½ p. m., and from September 1 to June 20 by 8 p. m.

ROUTE No. 4152.

From Norfolk to Eastville, 57 miles, and back, three times a week.

Bidder's name.	Sum per annum.
Francis Mallory.....	\$4,350, steamboats to Cherrystone Landing. <i>the residue. Accepted April 25, 1859.</i>

Contract made with Francis Mallory, dated April 25, 1859, at \$4,350 per annum.

From June 20 to September 1.

Leave Norfolk Monday, Wednesday, and Friday at 5½ a. m.; arrive at Eastville by ½ p. m.
 Leave Eastville Monday, Wednesday, and Friday at 7 a. m.; arrive at Norfolk by 4½ p. m.

From September 1 to June 20.

Leave Norfolk Monday, Wednesday, and Friday at 8 a. m.; arrive at Eastville by 3 p. m.
 Leave Eastville Monday, Wednesday, and Friday at 8 a. m.; arrive at Norfolk by 8 p. m.

ROUTE No. 4153.

From Norfolk to Matthews C. H., 60 miles, and back, twice a week in steamboats.

Bidder's name.	Sum per annum.
Francis Mallory.....	\$995, steamboats. <i>Accepted April 25, 1859.</i>

Contract made with Francis Mallory, dated April 25, 1859, at \$995 per annum.

Leave Norfolk Tuesday and Saturday from June 20 to September 1 at 5½ a. m., and from September 1 to June 20 at 8 a. m.; arrive at Matthews C. H. from June 20 to September 1 by 1 p. m., and from September 1 to June 20 by 4 p. m.

Leave Matthews C. H. Tuesday and Saturday from June 20 to September 1 at 7 a. m., and from September 1 to June 20 at 8 a. m.; arrive at Norfolk from June 20 to September 1 by 4½ p. m., and from September 1 to June 20 by 8 p. m.

ROUTE No. 4154.

From Norfolk to Princess Ann C. H., 24 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Enoch Petree.....	\$499.
Jonathan M. Munden.....	300.
John H. McClanahan.....	300, hack when roads are bad.
John T. Simmons.....	270.
Noah W. Simmons.....	200, sulky. <i>Accepted April 25, 1859.</i>

Contract made with Noah W. Simmons, dated April 25, 1859, at \$200 per annum.

Leave Norfolk Tuesday and Friday at 2 p. m.; arrive at Churchland by 5 p. m.

Leave Churchland Tuesday and Friday at 9 a. m.; arrive at Norfolk by 12 m.

ROUTE No. 4155.

From Norfolk to Churchland, 11 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Thomas Myers.....	\$175. <i>Accepted April 25, 1859.</i>

Contract made with Thomas Myers, dated April 25, 1859, at \$175 per annum.

Leave Norfolk Tuesday and Friday at 2 p. m.; arrive at Churchland by 5 p. m.

Leave Churchland Tuesday and Friday at 9 a. m.; arrive at Norfolk by 12 m.

ROUTE No. 4156.

From Old Point Comfort to Hampton, 3 miles, and back, six times a week.

Bidders' names.	Sum per annum.
George H. Merriam.....	\$299.
R. H. Clark.....	265, buggy or two-horse carriage. <i>Accepted April 25, 1859.</i>

Contract made with R. H. Clark, dated April 25, 1859, at \$265 per annum.

Leave Old Point Comfort daily, except Monday, at 6½ a. m.; arrive at Hampton by 7½ a. m.

Leave Hampton daily, except Sunday, at 4 p. m.; arrive at Old Point Comfort by 5 p. m.

ROUTE No. 4157.

From Hampton to Yorktown, 24 miles, and back, twice a week.

Bidders' names.	Sum per annum.
George Cooper.....	\$450 00.
Samuel C. White.....	420 00, buggy or sulky.
Lewis Davis.....	400 00.
Thomas Bonnell.....	399 00, one-horse, four-wheel vehicle.
W. H. Ash.....	390 00, ^{ooo} .
George H. Merriam.....	390 00.
George Buchanan.....	375 00, one-horse vehicle.
William W. Darden.....	337 37, one-horse conveyance.
John L. Joynes.....	331 00.
William Allen.....	300 00, buggy. <i>Accepted April 25, 1859.</i>

Contract made with Willlam Allen, dated April 25, 1859, at \$300 per annum.

Leave Hampton Wednesday and Saturday at 5 a. m.; arrive at Yorktown by 12 m.

Leave Yorktown Wednesday and Saturday at 1 p. m.; arrive at Hampton by 8 p. m.

ROUTE No. 4158.

From Hampton to Newport News, 7 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Joseph Phillips.....	\$400.
George H. Merriam.....	399.
(Not let.)	

ROUTE No. 4159.

From Matthews C. H. to North End, 8 miles, and back, twice a week.

Bidder's name.	Sum per annum
William A. Richardson.....	\$90.
(Not let.)	89. No guarantor.

ROUTE No. 4160.

From Cherry Stone Landing to Capeville, 9 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Elizabeth S. Griffith.....	\$166.
Elias Roberts.....	156. <i>Accepted April 25, 1859.</i>

Contract made with Elias Roberts, dated April 25, 1859, at \$156 per annum.

Leave Cherry Stone Landing Monday, Wednesday, and Friday at 11 a. m.; arrive at Capeville by 2 p. m.

Leave Capeville Monday, Wednesday, and Friday at 7 a. m.; arrive at Cherry Stone Landing by 10 a. m.

ROUTE No. 4161.

From Onancock to Chincoteague, 28 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John M. Fosque, jr.....	\$497.
Thomas J. Carmine.....	300. <i>Accepted April 25, 1859.</i>

Contract made with Thomas J. Carmine, dated April 25, 1859, at \$300 per annum.

Leave Onancock Wednesday and Saturday at 4 a. m.; arrive at Chincoteague by 12 m.

Leave Chincoteague Wednesday and Saturday at 1 p. m.; arrive at Onancock by 10 p. m.

ROUTE No. 4162.

From Accomack C. H. to Locust Mount, 10 miles, and back, three times a week.

Bidders' names.	Sum per annum.
James G. Smith.....	\$200. No certificate or guarantor.
Lorenzo Y. Mears.....	200. <i>Accepted April 25, 1859.</i>

Contract made with Lorenzo Y. Mears, dated April 25, 1859, at \$200 per annum.

Leave Accomack C. H. Monday, Wednesday, and Friday at 2 p. m.; arrive at Locust Mount by 5 p. m.

Leave Locust Mount Monday, Wednesday, and Friday at 6 a. m.; arrive at Accomack C. H. by 11 a. m.

ROUTE No. 4163.

From Princess Ann C. H. to Land of Promise, 20 miles and back, once a week.

Bidders' names.	Sum per annum.
Jonathan M. Munden.....	\$200.
Enoch Petree.....	199.
Noah W. Simmons.....	125. <i>Accepted April 25, 1859.</i>

Contract made with Noah W. Simmons, dated April 25, 1859, at \$1 25 per annum.

Leave Princess Ann C. H. Wednesday at 6 a. m.; arrive at Land of Promise by 12 m.

Leave Land of Promise Wednesday at 1 p. m.; arrive at Princess Ann C. H. by 7 p. m.

ROUTE No. 4164.

From Blossom Hill to Knott's Island, N. C., 11 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jonathan M. Munden.....	\$250.
Enoch Petree.....	99.
Edmund Williams.....	75. <i>Accepted April 25, 1859.</i>

Contract made with Edmund Williams, dated April 25, 1859, at \$75 per annum.
 Leave Boston Hill Wednesday at 10 a. m. ; arrive at Knott's Island by 1 p. m.
 Leave Knott's Island Wednesday at 6½ a. m. ; arrive at Blossom Hill by 9½ a. m.

ROUTE No. 4165.

From Portsmouth to Weldon, N. C., 80 miles, and back, daily.

Bidder's name.	Sum per annum.
Seaboard and Roanoke R. R. Co.	\$8,000.

Contract made with the Seaboard and Roanoke Railroad Company, dated July 27, 1859, at \$8,000 per annum.

Leave Portsmouth daily on arrival of boat from Baltimore—say at 7 05 a. m. ; arrive at Weldon by 11 15 a. m.

Leave Weldon daily at 1 30 p. m. ; arrive at Portsmouth by 5 30 p. m.

ROUTE No. 4166.

From Portsmouth to Hargrove's Tavern, 14 miles, and back, once a week.

Bidder's name.	Sum per annum.
Thomas Myers	\$100.
(Not let.)	

ROUTE No. 4167.

From South Quay to Holyoke, 12 miles, and back, once a week.

Bidder's name.	Sum per annum.
William B. Daughtrey.....	\$100. <i>Accepted April 25, 1859.</i>

Contract made with William B. Daughtrey, dated April 25, 1859, at \$100 per annum.

Leave South Quay Monday at 12 m. ; arrive at Holy Neck by 3½ p. m.

Leave Holy Neck Monday at 4 p. m. ; arrive at South Quay by 8 p. m.

ROUTE No. 4168.

From Petersburg to City Point, 80 miles, and back, six times a week.

Service performed by the South Side Railroad Company daily, except Sunday, at \$600 per annum.

ROUTE No. 4169.

From Petersburg to Suffolk, 80 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Watkins & Hughes.....	\$1,665.
James D. Presson.....	1,650.
Robert A. Cook.....	1,600.
Robert F. Northen.....	1,440. <i>Accepted April 25, 1859.</i>

Contract made with Robert F. Northen, dated April 25, 1859, at \$1,440 per annum.

Leave Petersburg Monday, Wednesday, and Friday at 6 a. m. ; arrive at Suffolk next days by 6 p. m.

Leave Suffolk Monday, Wednesday, and Friday at 6 a. m. ; arrive at Petersburg next days by 6 p. m.

ROUTE No. 4170.

From Petersburg to Jerusalem, 46 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Watkins & Hughes.....	\$850.
R. A. Martin	800.
Robert F. Northen.....	600, 000. <i>Accepted April 25, 1859.</i>

Contract made with Robert F. Northen, dated April 25, 1859, at \$600 per annum.

Leave Petersburg Wednesday and Saturday at 6 a. m. ; arrive at Jerusalem by 9 p. m.

Leave Jerusalem Tuesday and Friday at 6 a. m. ; arrive at Petersburg by 9 p. m.

ROUTE No. 4171.

From Petersburg to Lawrenceville, 49 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Reuben B. Hicks.....	\$2,500.
S. D. Watkins.....	1,000. <i>Accepted April 25, 1859.</i>
William A. Sledge.....	790, Lawrence to Bellefield or Hicksford.

Contract made with S. D. Watkins, dated April 25, 1859, at \$1,000 per annum.

Leave Petersburg Tuesday, Thursday, and Saturday at 7 a. m. ; arrive at Lawrenceville by 7 p. m.

Leave Lawrenceville Monday, Wednesday, and Friday at 5 a. m. ; arrive at Petersburg by 5 p. m.

ROUTE No. 4172.

From Wakefield station to Franklin Depot, 32 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Jesse T. Hughes.....	\$675, commence at Baileysburg.
Daniel Vick.....	550. No guarantor.
Thomas J. Brister.....	500, one-horse sulky or buggy, commence at Baileysburg.
Vick & Crumpler.....	495, one-horse sulky, (no guarantor.) 50, additional to Baileysburg.
Demarcus S. Dooly.....	495, sulky, commence at Baileysburg.
Thomas J. Brister.....	449, sulky or buggy.
Robert A. Nelson.....	430, one-horse sulky. <i>Accepted April 25, 1859.</i>
B. L. Doles.....	416, sulky.
James T. B. Harris.....	65, Wakefield Station to Baileysburg.
Demarcus L. Doles.....	52, end at Baileysburg, twice a week, sulky.

Contract made with Robert A. Nelson, dated April 25, 1859, at \$430 per annum.

Leave Baileysburg Wednesday and Saturday at 7½ a. m. ; arrive at Franklin Depot by 6 p. m.

Leave Franklin Depot Tuesday and Friday at 9½ a. m. ; arrive at Baileysburg by 8 p. m.

ROUTE No. 4173.

From Smithfield to Zuni Station, 15 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Watkins & Hughes.....	\$800, six times a week. 600.
Lewis Johnson	500, 000, six times a week. 350.
George W. Mumford	345, or 495, 000, six times a week.

(Not let.)

ROUTE No. 4174.

From Stony Creek Warehouse to Sussex C. H. , 16 miles, and back, six times a week.

Bidder's name.	Sum per annum.
John H. Fitzhugh -----	\$200. <i>Accepted April 25, 1859.</i>

Contract made with John H. Fitzhugh, dated April 25, 1859, at \$200 per annum.

Leave Stony Creek Warehouse Wednesday and Saturday at 10 a. m. ; arrive at Sussex C. H. by 2 p. m.

Leave Sussex C. H. Wednesday and Saturday at 3 p. m. ; arrive at Stony Creek Warehouse by 7 p. m.

ROUTE No. 4175.

From Jarratt's to Smoky Ordinary, 18 miles, and back, twice a week.

Bidder's name.	Sum per annum.
G. M. Raney -----	\$247. <i>Accepted April 25, 1859.</i>

Contract made with G. M. Raney, dated April 25, 1859, at \$247 per annum.

Leave Jarratt's Wednesday and Saturday at 1 p. m. ; arrive at Smoky Ordinary by 7 p. m.

Leave Smoky Ordinary Wednesday and Saturday at 6 a. m. ; arrive at Jarratt's by 12 m.

ROUTE No. 4176.

From Hicksford to Gaston, N. C., 21 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Leroy T. Rawlings -----	\$500.
William H. Morriss -----	499.
John W. Ozburn, (after time) ---	500. (<i>Received April 9, 1859.</i>)

(Not let.)

ROUTE No. 4177.

From Franklin to Stony Mount, 54 miles, and back, twice a week.

Bidders' names.	Sum per annum.
William Cobb -----	\$999, Stony Mount to Jerusalem.
Jesse T. Hughes -----	875.
Orris Moore -----	640, sulky. <i>Accepted April 25, 1859.</i>

Contract made with Orris Moore, dated April 25, 1859, at \$640 per annum.

Leave Franklin Depot Monday and Thursday at 5 a. m. ; arrive at Stony Mount next days by 12 m.

Leave Stony Mount Tuesday and Friday at 1 p. m. ; arrive at Franklin Depot next days by 8 p. m.

ROUTE No. 4178.

From Dinwiddie C. H. to Goodwynsville, 14 miles, and back, once a week.

Bidder's name.	Sum per annum.
Henry Y. Mitchell -----	\$75. <i>Accepted April 25, 1859.</i>

Contract made with Henry Y. Mitchell, dated April 25, 1859, at \$75 per annum.

Leave Dinwiddie C. H. Tuesday at 12 m. ; arrive at Goodwynsville by 4 p. m.

Leave Goodwynsville Tuesday at 7 a. m. ; arrive at Dinwiddie C. H. by 11 a. m.

ROUTE No. 4179.

From Lawrenceville to Lawrenceville, equal to 33 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Finley & Adams -----	\$670.
L. T. Rawlings -----	399.
Wm. A. Rawlings -----	375.
Joseph W. Rawlings -----	370. <i>Accepted April 25, 1859.</i>

Contract made with Joseph W. Rawlings, dated April 25, 1859, at \$370 per annum.

Leave Lawrenceville Wednesday and Friday at 7 a. m. ; arrive at Summit by 6 p. m.

Leave Summit Thursday and Saturday at 7 a. m. ; arrive at Lawrenceville by 6 p. m.

ROUTE No. 4180.

From Lawrenceville to Boydton, 38 miles, and back, twice a week.

Bidders' names.	Sum per annum.
C. B. Hicks	\$1,500.
Henry H. Matthews.....	800.
C. R. Edmondson	749.
Leroy T. Rawlings.....	495. <i>Accepted April 25, 1859.</i>
Finley & Adams.....	683.

Contract made with Leroy T. Rawlings, dated April 25, 1859, at \$495 per annum.
 Leave Lawrenceville Monday and Friday at 6 a. m.; arrive at Boydton by 7 p. m.
 Leave Boydton Tuesday and Saturday at 6 a. m.; arrive at Lawrenceville by 7 p. m.

ROUTE No. 4181.

From Forksville to Forksville, equal to 20 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Wesley W. Bowen.....	\$200. <i>Accepted April 25, 1859.</i>

Contract made with Wesley Bowen, dated April 25, 1859, at \$200 per annum.
 Leave Forksville Monday and Friday at 6 a. m.; arrive at Forksville by 7 p. m.

ROUTE No. 4182.

From Petersburg to Lynchburg, 123 miles, and back, six times a week to Burkesville, and three times a week the residue.

Service performed six times a week to Burkesville, and seven times a week the residue, by the South Side Railroad Company, at \$19,400 per annum.

ROUTE No. 4183.

From Richmond to Danville, 141½ miles, and back, thirteen times a week to Burkesville, and six times a week the residue.

Service performed thirteen times a week to Burkesville, and six times a week the residue, by the Richmond and Danville Railroad Company, at \$19,550 per annum.

ROUTE No. 4184.

From Sutherland to Mulberry Inn, 6 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Benj. N. Watkins, (after time) --	\$42 50. (Received April 26, 1859.)

Contract made with Benjamin N. Watkins, dated June 21, 1859, at \$42 50 per annum.
 Leave Sutherland Wednesday and Saturday at 9½ a. m.; arrive at Mulberry Inn by 11½ a. m.
 Leave Mulberry Inn Wednesday and Saturday at 7 a. m.; arrive at Sutherland by 9 a. m.

ROUTE No. 4185.

From Wilson's Depot to Crimea, 6 miles, and back, three times a week.

Bidder's name.	Sum per annum.
R. A. Slaughter.....	\$100. <i>Accepted April 25, 1859.</i>

Contract made with R. A. Slaughter, dated April 25, 1859, at \$100 per annum.
 Leave Wilson's Depot Tuesday, Thursday, and Saturday at 7½ a. m.; arrive at Crimea by 9½ a. m.
 Leave Crimea Tuesday, Thursday, and Saturday at 11 a. m.; arrive at Wilson's Depot by 1 p. m.

ROUTE No. 4186.

From Blacks and Whites to Whittle's Mills, 50½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
John. J. Cole	\$550.
John W. Overly	500. <i>Accepted April 25, 1859.</i>

Contract made with John W. Overly, dated April 25, 1859, at \$500 per annum.

Leave Blacks and Whites Tuesday and Friday after arrival of mail from east, say at 8 a. m.; arrive at Whittle's Mills next days by 9 a. m.

Leave Whittle's Mills Wednesday and Saturday at 10 a. m.; arrive at Blacks and Whites next days by 11 a. m.

ROUTE No. 4187.

From Blacks and Whites to Drapersville, 34 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Stephen E. Dance	\$600.
A. B. Bradshaw	600. No guarantor.
James H. Elder	550.
John R. Walker	524.
M. J. Rainey	519.
Alexander Sculthorp	450. <i>Accepted April 25, 1859.</i>

Contract made with Alexander Sculthorp, dated April 25, 1859, at \$450 per annum.

Leave Blacks and Whites Wednesday and Saturday at 8½ a. m.; arrive at Drapersville by 6½ p. m.

Leave Drapersville Tuesday and Friday at 6 a. m.; arrive at Blacks and Whites by 4 p. m.

ROUTE No. 4188.

From Farmville to Pemberton, 38 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Edmund and Davenport	\$1,350, two-horse coach from Cumberland C. H.
R. C. Wade	1,273, 000.
R. W. Elsom	895, 000.
Moses J. White	698. <i>Accepted April 25, 1859.</i>

Contract made with Moses J. White, dated April 25, 1859, at \$698 per annum.

Leave Farmville Monday, Wednesday, and Friday at 10 a. m.; arrive at Pemberton by 7 p. m.

Leave Pemberton Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Farmville by 3 p. m.

ROUTE No. 4189.

From Farmville to Buckingham C. H., 24 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William W. Pace	\$994, 000, six times a week.
James E. Hooper	600.
Charles F. May	587.
R. W. Elsom	575, 000. <i>Accepted April 25, 1859.</i>
	1,000, 000, six times a week.

Contract made with Robert W. Elsom, dated April 25, 1859, at \$575 per annum.

Leave Farmville Tuesday, Thursday, and Saturday at 10 a. m.; arrive at Buckingham C. H. by 4 p. m.

Leave Buckingham C. H. Monday, Wednesday, and Friday at 1 p. m.; arrive at Farmville by 7 p. m.

ROUTE No. 4190.

From Farmville to Hampden Sidney College, 9 miles, and back, six times a week.

Bidders' names.	Sum per annum.
George W. Fowlkes.....	\$288.
John H. Pearson	250.
George W. Fowlkes.....	240. <i>Accepted April 25, 1859.</i>

Contract made with George W. Fowlkes, dated April 25, 1859, at \$240 per annum.

Leave Farmville daily, except Sunday, at 10 a. m.; arrive at Hampton Sidney College by 12 m.

Leave Hampton Sidney College daily, except Sunday, at 7 a. m.; arrive at Farmville by 9 a. m.

ROUTE No. 4191.

From Pamplin's Depot to Rolling Hill, 10 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Charles C. Harvey	\$150. <i>Accepted April 25, 1859.</i>
(After time.)	
Peter Davis	156. (Received April 5, 1859.)
R. B. Atwood.....	150. (Received May 4, 1859.)

Contract made with Charles C. Harvey, dated April 25, 1859, at \$150 per annum.

Leave Pamplin's Depot Wednesday and Saturday at 11 a. m.; arrive at Rolling Hill by 2 p. m.

Leave Rolling Hill Wednesday and Saturday at 7 a. m.; arrive at Pamplin's Depot by 10 a. m.

ROUTE No. 4192.

From Pamplin's Depot to New Store, 16 miles, and back, twice a week.

Bidders names.	Sum per annum.
Obadiah Woodall.....	\$200. <i>Accepted April 25, 1859.</i>
Peter Davis, (after time).....	208.

Contract made with Obadiah Woodall, dated April 25, 1859, at \$200 per annum.

Leave Pamplin's Depot Tuesday and Friday at 11 a. m.; arrive at New Store by 4 p. m.

Leave New Store Tuesday and Friday at 5 a. m.; arrive at Pamplin's Depot by 10 a. m.

ROUTE No. 4193.

From Nebraska to Bent Creek, 18½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
John H. Jones.....	\$249 75.
Peter W. Thornhill	236 50.
Purvis R. Martin.....	216 00, 000. <i>Accepted April 25, 1859.</i>

Contract made with Purvis R. Martin, dated April 25, 1859, at \$216 per annum.

Leave Nebraska Monday, Wednesday, and Friday at 1 p. m.; arrive at Bent Creek by 6 p. m.

Leave Bent Creek Monday, Wednesday, and Friday at 7 a. m.; arrive at Nebraska by 12 m.

ROUTE No. 4194.

From Clover Hill to Nebraska, 2½ miles, and back, six times a week.

Bidder's name.	Sum per annum.
Purvis R. Martin.....	\$96, 000. <i>Accepted April 25, 1859.</i>

Contract made with Purvis R. Martin, dated April 25, 1859, at \$96 per annum.

Leave Clover Hill daily, except Sunday, at 9½ a. m.; arrive at Nebraska by 10½ a. m.

Leave Nebraska daily, except Sunday, on arrival of mail from the east, say 11½ a. m.; arrive at Clover Hill by ½ p. m.

ROUTE No. 4195.

From Red House, by Spout Spring, Ready Spring, &c., to Red House, equal to 22 miles' and back, twice a week.

Bidders' names.	Sum per annum.
Clement Hancock, jr.	\$350.
Martin B. Hancock.....	330.
H. Davenport.....	325.
Campbell Maloney.....	300.
William A. Henderson.....	294.
Pleasant L. Ford.....	270.
William E. Foster.....	244.
John E. Brooks.....	199. <i>Accepted April 25, 1859.</i>

Contract made with John E. Brooks, dated April 25, 1859, at \$199 per annum.
Leave Red House Tuesday and Saturday at 4 a. m.; arrive at Red House by 8 p. m.

ROUTE No. 4196.

From Concord Depot to Oakville, 12 miles, and back, twice a week.

Bidders' names.	Sum per annum.
James P. Wilson.....	\$180, or 140, end at Spanish Oaks.
George W. Staples.....	174, or. <i>Accepted April 25, 1859.</i> 134, end at Spanish Oaks.

Contract made with George W. Staples, dated April 25, 1859, at \$174 per annum.
Leave Concord Depot Wednesday and Saturday at 1 p. m.; arrive at Oakville by 5 p. m.
Leave Oakville Wednesday and Saturday at 8 a. m.; arrive at Concord Depot by 12 m.

ROUTE No. 4197.

From Concord Depot to Campbell C. H., 9 miles, and back, six times a week.

Bidders' names.	Sum per annum.
James P. Wilson.....	\$285, or 185, three times a week.
Barnett Hughes.....	250.
George W. Staples.....	249, or 175, three times a week. <i>Accepted April 25, 1859.</i>

Contract made with George W. Staples, dated April 25, 1859, at \$175 per annum.
Leave Concord Depot Tuesday, Thursday, and Saturday at 12 m.; arrive at Campbell C. H. by 2½ p. m.
Leave Campbell C. H. Tuesday, Thursday, and Saturday at 3½ p. m.; arrive at Concord Depot by 5½ p. m.

ROUTE No. 4198.

From Hallsboro' to Jefferson, 22 miles, and back, three times a week.

Bidders' names.	Sum per annum.
S. D. Watkins.....	\$850.
John Swann.....	460.
Richard A. Swann.....	370. <i>Accepted April 25, 1859.</i>

Contract made with Richard A. Swann, dated April 25, 1859, at \$370 per annum.
Leave Hallsboro' Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Jefferson by 8 p. m.
Leave Jefferson Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Hallsboro' by 12 m.

ROUTE No. 4199.

From Genito to Cumberland C. H., 36 miles, and back, three times a week.

Bidders' names.	Sum per annum.
S. D. Watkins.....	\$850.
R. W. Elsom.....	775.
H. C. Wade.....	589, two-horse hack. <i>Accepted April 25, 1859.</i>
R. F. Hagin.....	585.
<i>(After time.)</i>	
Davis & Swinney.....	475. <i>(Received April 5, 1859.)</i>

Contract made with H. C. Wade, dated April 25, 1859, at \$589 per annum.

Leave Genito Monday, Wednesday, and Friday at 8 a. m.; arrive at Cumberland C. H. by 5½ p. m.

Leave Cumberland C. H. Tuesday, Thursday, and Saturday at 3½ a. m.; arrive at Genito by 2 p. m.

ROUTE No. 4200.

From Powhatan C. H. to Smithville, 7 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Richard A. Swann.....	\$100. <i>Accepted April 25, 1859; and service reduced to once a week and pay to \$50 per annum.</i>

Contract made with Richard A. Swann, dated April 25, 1859, at \$50 per annum.

Leave Powhatan C. H. Wednesday and Friday at 11½ a. m.; arrive at Smithville by 1½ p. m.

Leave Smithville Wednesday and Friday at 8½ a. m.; arrive at Powhatan C. H. by 10½ a. m.

ROUTE No. 4201.

From Matoax to Winterpock, 12 miles, and back, three times a week.

Bidder's name.	Sum per annum.
Michael Vaden	\$250. <i>Accepted April 25, 1859.</i>

Contract made with Michael Vaden, dated April 25, 1859, at \$250 per annum.

Leave Matoax Tuesday, Thursday, and Saturday at 10 a. m.; arrive at Winterpock by 2 p. m.

Leave Winterpock Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Matoax by 9½ a. m.

ROUTE No. 4202.

From Matoax to Painesville, 19 miles, and back, twice a week.

Bidder's name.	Sum per annum.
James Taylor.....	\$250. <i>Accepted April 25, 1859.</i>

Contract made with James Taylor, dated April 25, 1859, at \$250 per annum.

Leave Matoax Tuesday and Friday after arrival of Richmond mail, say at 7½ a. m.; arrive at Painesville by 1½ p. m.

Leave Painesville Tuesday and Friday at 2 p. m.; arrive at Matoax by 8 p. m.

ROUTE No. 4203.

From Amelia C. H. to Mannborough, 20 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Gervas H. Southall.....	\$240. <i>Accepted April 25, 1859.</i>

Contract made with Gervas H. Southall, dated April 25, 1859, at \$240 per annum.

Leave Amelia C. H. Wednesday and Saturday at 8½ a. m.; arrive at Mannboro' by 2½ p. m.

Leave Mannboro' Wednesday and Saturday at 3 p. m.; arrive at Amelia C. H. by 9 p. m.

ROUTE No. 4204.

From Jetersville to Cumberland C. H., 23 miles, and back, three times a week.

Bidders' names.	Sum per annum.
James C. Moore.....	\$900.
	1,300, hack.
Jesse T. Hughes.....	600.
R. F. Hagan.....	600.
John J. Gills.....	500, or
	300, end at Stony Point Mills.
H. C. Wade.....	497, ⁰⁰⁰ . <i>Accepted April 25, 1859.</i>
	797, in hacks.

Contract made with H. C. Wade, dated April 25, 1859, at \$497 per annum.

Leave Jetersville Tuesday, Thursday, and Saturday on arrival of Richmond mail, say at 8 a. m.; arrive at Cumberland C. H. by 3 p. m.

Leave Cumberland C. H. Monday, Wednesday, and Friday at 5 a. m.; arrive at Jetersville by 12 m.

ROUTE No. 4205.

From Burkesville to Jeffrey's Store, 7 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Allen Cochrahone.....	\$250, leave Burkesville on arrival of cars from Richmond.
Daniel Bradshaw, (after time) --	200. (<i>Received April 11, 1859.</i>)

Contract made with Daniel Bradshaw, dated June 10, 1859, at \$110 per annum.

Leave Burkesville Tuesday, Thursday, and Saturday at 9 a. m.; arrive at Jeffrey's Store by 11 a. m.

Leave Jeffrey's Store Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Burkesville by 8 a. m.

ROUTE No. 4206.

From Moore's Ordinary to Yatesville, 32½ miles, and back, twice a week.

Bidder's name.	Sum per annum.
David Pulley.....	\$500. <i>Accepted April 25, 1859.</i>

Contract made with David Pulley, dated April 25, 1859, at \$500 per annum.

Leave Moore's Ordinary Tuesday and Friday at 10 a. m.; arrive at Yatesville by 8 p. m.

Leave Yatesville Wednesday and Saturday at 6 a. m.; arrive at Moore's Ordinary by 4 p. m.

ROUTE No. 4207.

From Moore's Ordinary to Plantersville, 21 miles, and back, twice a week.

Bidders' names.	Sum per annum.
B. L. B. Williamson.....	\$339.
David Pulley.....	250. <i>Accepted April 25, 1859.</i>

Contract made with David Pulley, dated April 25, 1859, at \$250 per annum.

Leave Moore's Ordinary Tuesday and Friday at 1 p. m.; arrive at Plantersville by 7 p. m.

Leave Plantersville Tuesday and Friday at 6 a. m.; arrive at Moore's Ordinary by 12 m.

ROUTE No. 4208.

From Keysville to Darlington Heights, 20½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
Bell & Mack.....	\$350.
Pascal Daniel.....	325. <i>Accepted April 25, 1859.</i>
George D. Moore.....	333.

Contract made with Pascal Daniel, dated April 25, 1859, at \$325 per annum.
 Leave Keysville Tuesday and Friday at 1 p. m.; arrive at Darlington Heights by 7 p. m.
 Leave Darlington Heights Tuesday and Friday at 6 a. m.; arrive at Keysville by 12 m.

ROUTE No. 4209.

From Keysville to Boydton, 34½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
C. R. Edmonson	\$899.
George D. Moore	839, two-horse hack. <i>Accepted April 25, 1859.</i>

Contract made with George D. Moore, dated April 25, 1859, at \$839 per annum.
 Leave Keysville, Monday, Wednesday, and Friday at 10½ a. m.; arrive at Boydton by 7½ p. m.
 Leave Boydton Tuesday, Thursday, and Saturday, at ½ a. m.; arrive at Keysville by 9½ a. m.

ROUTE No. 4210.

From Boydton to Clarksville, 11 miles, and back, three times a week.

Bidder's name.	Sum per annum.
Henry H. Matthews	\$360. <i>Accepted April 25, 1859.</i>

Contract made with Henry H. Matthews, dated April 25, 1859, at \$360 per annum.
 Leave Boydton Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Clarksville by 9 a. m.
 Leave Clarksville Tuesday, Thursday, and Saturday at 4 p. m.; arrive at Boydton by 7 p. m.

ROUTE No. 4211.

From Drake's Branch to Charlotte C. H., 5 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Thomas B. Butt	\$800, 000.
Bell & Mack	165. <i>Accepted April 25, 1859.</i>

Contract made with Bell & Mack, dated April 25, 1859, at \$165 per annum.
 Leave Drake's Branch daily, except Sunday, at 10½ a. m.; arrive at Charlotte C. H. by 12 m.
 Leave Charlotte C. H. daily, except Sunday, at 8 a. m.; arrive at Drake's Branch by 9½ a. m.

ROUTE No. 4212.

From Charlotte C. H. to Rough Creek, 9 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Bell & Mack	\$174. <i>Accepted April 25, 1859, and service reduced to once a week, and pay to \$87 per annum.</i>

Contract made with Bell & Mack, dated April 25, 1859, at \$87 per annum.
 Leave Charlotte C. H. Friday at 1 p. m.; arrive at Rough Creek by 4 p. m.
 Leave Rough Creek Friday at 4½ p. m.; arrive at Charlotte C. H. by 7 p. m.

ROUTE No. 4213.

From Mossing Ford to Cub Creek, 19 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Bell & Mack	\$400.
James M. Hardiman	385.
R. N. & W. J. Morrison	365. <i>Accepted April 25, 1859.</i>
James F. Dickenson	298. No guarantors.

Contract made with R. N. & W. J. Morrison, dated April 25, 1859, at \$365 per annum.

Leave Mossing Ford Monday, Wednesday, and Friday at 10 $\frac{1}{4}$ a. m.; arrive at Cub Creek by 5 p. m.

Leave Cub Creek Monday, Wednesday, and Friday at 4 a. m.; arrive at Mossing Ford by 9 $\frac{1}{4}$ a. m.

ROUTE No. 4214.

From Brook Neal to Aspen Wall, 12 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Nathan M. Hancock	\$135.
(Not let.)	

ROUTE No. 4215.

From Roanoke Depot to Clarksville, 28 miles, and back, twice a week.

Bidders' names.	Sum per annum.
J. M. Reynolds	\$593.
Bell & Mack	550.
Paul C. Venable	499. <i>Accepted April 25, 1859.</i>

Contract made with Paul C. Venable, dated April 25, 1859, at \$499 per annum.

Leave Roanoke Depot Tuesday and Friday at 11 a. m.; arrive at Clarksville by 7 p. m.

Leave Clarksville Tuesday and Friday at 1 $\frac{1}{2}$ a. m.; arrive at Roanoke Depot by 9 $\frac{1}{2}$ a. m.

ROUTE No. 4216.

From Wylliesburg to Boydton, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
C. R. Edmonson	\$500.
James Garden	399.
Henry H. Matthews	300.
Finley & Adams	287.

(Not let.)

ROUTE No. 4217.

From Clarksville to Black Walnut, 32 miles, and back, twice a week.

Bidders' names.	Sum per annum.
J. M. Reynolds	\$680.
Thomas B. Butt	600, 000.
James Faulkner	475, 000.
	400, 000, including No. 4281.
M. A. Harris	400.
L. R. Ellington	385.
	365.
John W. Sutphin	350. <i>Accepted April 25, 1859.</i>
	295, schedule changed.

Contract made with John W. Sutphin, dated April 25, 1859, at \$350 per annum.

Leave Clarksville Tuesday and Saturday at 7 a. m.; arrive at Black Walnut by 5 p. m.

Leave Black Walnut Wednesday and Friday at 6 a. m.; arrive at Clarksville by 5 p. m.

ROUTE No. 4218.

From White House to Blue Wing, 13 miles, and back, twice a week.

Bidder's name.	Sum per annum.
James Faulkner	\$400, 000, including No. 4217.
(Not let.)	

ROUTE No. 4219.

From Clover Depot to Clover Depot, equal to 21½ miles, and back, twice a week.

Bidders' names.	Sum per annum
W. Canada.....	\$450.
Thomas B. Butt.....	450.
John F. Gayle.....	395, schedule changed.
George D. Moore.....	333. <i>Accepted April 25, 1859.</i>

Contract made with George D. Moore, dated April 25, 1859, at \$333 per annum.

Leave Clover Depot Wednesday and Friday at 11 a. m.; arrive at Barksdale by 7 p. m.

Leave Barksdale Wednesday and Friday at 4 a. m.; arrive at Clover Depot by 9¼ a. m.

ROUTE No. 4220.

From Halifax C. H to South Boston Depot, six miles, and back, six times a week.

Bidders' names.	Sum per annum.
John F. Dickerson.....	\$350.
A. L. Meeks.....	350.
David T. White.....	260.
Thomas B. Butt.....	200, 000.
John Hughes, jr.....	100. <i>Accepted April 25, 1859.</i>

Contract made with John Hughes, jr., dated April 25, 1859, at \$100 per annum.

Leave Halifax C. H. daily, except Sunday, at 6½ a. m.; arrive at South Boston Depot by 8 a. m.

Leave South Boston Depot daily, except Sunday, at 12 m.; arrive at Halifax C. H. by 1½ p. m.

ROUTE No. 4221.

From News Ferry to Chalk Level, 40 miles, and back, twice a week.

Bidders' names.	Sum per annum.
J. M. Reynolds.....	\$697 00.
Jeremiah Clardy.....	547 50.
John H. James.....	444 50.
John Stoops.....	420 00. <i>Accepted April 25, 1859.</i>
Byrd Shelton.....	375 00. No guarantors.
(After time.)	
William W. Mills.....	400 00. (Received April 5, 1859.)

Contract made with John Stoops, dated April 25, 1859, at \$420 per annum.

Leave News Ferry Monday and Thursday at 4 p. m.; arrive at Chalk Level next days by 4 p. m.

Leave Chalk Level Tuesday and Friday at 4½ p. m.; arrive at News Ferry next days by 4 p. m.

ROUTE No. 4222.

From News Ferry to Cunningham's Store, 14 miles, and back, twice a week.

Bidders' names.	Sum per annum.
L. W. Turbiville.....	\$300.
James M. Reynolds.....	293.
William J. Murray.....	250.
John Stoops.....	240.
Jeremiah Clardy.....	156. <i>Accepted April 25, 1859.</i>

Contract made with Jeremiah Clardy, dated April 25, 1859, at \$156 per annum.

Leave News Ferry Wednesday and Saturday at 1 p. m.; arrive at Cunningham's Store by 6 p. m.

Leave Cunningham's Store Wednesday and Saturday at 6 a. m.; arrive at News Ferry by 11 a. m.

ROUTE No. 4223.

From Whitlock to Laurel Grove, 9 miles, and back, twice a week.

Bidder's names.	Sum per annum.
J. M. Reynolds.....	\$247.
Nathaniel W. Gardner	220.
John Stoops.....	200.
Wiley W. Moorefield.....	150. <i>Accepted April 25, 1859.</i>

Contract made with Wiley W. Moorefield, dated April 25, 1859, at \$150 per annum.

Leave Whitlock Tuesday and Friday at 1 p. m.; arrive at Laurel Grove by 4 p. m.

Leave Laurel Grove Tuesday and Friday at 9 a. m.; arrive at Whitlock by 12 m.

ROUTE No. 4224.

From Pittsylvania C. H. to Danville, 20 miles, and back, six times a week.

Bidders' names.	Sum per annum.
George D. Moore.....	\$771, two-horse hack.
David Oliver.....	743, 000.
	673.
John Stoops.....	600.
A. G. Walters.....	593. <i>Accepted April 25, 1859.</i>
	693, 000.
	893, two-horse coach.

Contract made with A. G. Walters, dated April 25, 1859, at \$593 per annum.

Leave Pittsylvania C. H. daily, except Sunday, at $\frac{1}{2}$ a. m.; arrive at Danville by $6\frac{1}{2}$ a. m.

Leave Danville daily, except Sunday, at 2 p. m.; arrive at Pittsylvania C. H. by 8 p. m.

ROUTE No. 4225.

From Pittsylvania C. H. to Spring Garden, 8 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$193.
John Stoops.....	150.
Malchijah Burnett	98. <i>Accepted April 25, 1859.</i>

Contract made with Malchijah Burnett, dated April 25, 1859, at \$98 per annum.

Leave Pittsylvania C. H. Wednesday and Saturday at $10\frac{1}{4}$ a. m.; arrive at Spring Garden by 1 p. m.

Leave Spring Garden Wednesday and Saturday at 8 a. m.; arrive at Pittsylvania C. H. by $10\frac{1}{4}$ a. m.

ROUTE No. 4226.

From Pittsylvania C. H. to Glade Hill, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$343.
Daniel Motley.....	268.
John Stoops.....	240. <i>Accepted April 25, 1859.</i>

Contract made with John Stoops, dated April 25, 1859, at \$240 per annum.

Leave Pittsylvania C. H. Thursday at 5 a. m.; arrive at Glade Hill by 8 p. m.

Leave Glade Hill Wednesday at 5 a. m.; arrive at Pittsylvania C. H. by 8 p. m.

ROUTE No. 4227.

From Danville to Madison, 22 miles, and back, twice a week.

Bidders' names.	Sum per annum.
S. C. Shelton.....	\$2,239, 000.
A. G. Walters.....	1,723, 000.
	1,973, two-horse coach.
George D. Moore	1,641, two-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with George D. Moore, dated April 25, 1859, at \$1,641 per annum.

Leave Danville Monday, Wednesday, and Saturday, after arrival of Richmond mail, say at 2 p. m.; arrive at Cascades by 8 p. m., and at Martinsville next days by 5 a. m.

Leave Martinsville Tuesday, Thursday, and Sunday at 8 a. m.; arrive at Danville by 8 p. m.

Leave Cascades Wednesday and Saturday on arrival of Danville mail, say at 8½ p. m.; arrive at Madison next days by 5 a. m.

Leave Madison Thursday and Sunday at 6 a. m.; arrive at Cascades by 12 m., or in time to connect with mail for Danville.

ROUTE No. 4228.

From Danville to Rocky Mount, 57 miles, and back, twice a week.

Bidders' names.	Sum per annum.
S. C. Shelton.....	\$917 50, 000.
J. M. Reynolds.....	900 00.
J. P. Hunnicutt.....	898 00, 000.
George D. Moore.....	841 00.
John Stoops.....	670 00. <i>Accepted April 25, 1859.</i>

Contract made with John Stoops, dated April 25, 1859, at \$670 per annum.

Leave Danville Monday and Thursday at 6 a. m.; arrive at Rocky Mount next days by 11 a. m.

Leave Rocky Mount Tuesday and Friday at 12 m.; arrive at Danville next days by 6 p. m.

ROUTE No. 4229.

From Swansonville to Martinsville, 26 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$587.
Samuel C. Shelton.....	499.
David Farley.....	425.
John Stoops.....	350. <i>Accepted April 25, 1859.</i>

Contract made with John Stoops, dated April 25, 1859, at \$350 per annum.

Leave Swansonville Tuesday and Friday at 7 a. m.; arrive at Martinsville by 5 p. m.

Leave Martinsville Monday and Thursday at 8 a. m.; arrive at Swansonville by 6 p. m.

ROUTE No. 4230.

From Leatherwood's Store to Breckinridge, 7 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Stoops.....	\$75.
John H. Hawkins.....	75.
David Farley.....	75.
J. R. Dickenson.....	74.

(Not let.)

ROUTE No. 4231.

From Martinsville to Patrick C. H., 33 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John Stoops.....	\$1,000, two horse stage.
A. G. Walters.....	998, hacks.
Samuel G. Shelton.....	698, 000.
Finley & Adams.....	587.
John Stoops.....	450. <i>Accepted April 25, 1859.</i>

Contract made with John Stoops, dated April 25, 1859, at \$450 per annum.

Leave Martinsville Sunday and Thursday at 7 a. m.; arrive at Patrick C. H. by 6 p. m.

Leave Patrick C. H. Wednesday and Saturday at 7 a. m.; arrive at Martinsville by 6 p. m.

ROUTE No. 4232.

From Martinsville to Patrick C. H., 31 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$583 00.
Samuel C. Shelton.....	499 00.
John Stoops.....	394 00.
J. W. Elgin.....	375 00.
John Stoops.....	373 50.
W. R. & A. P. McIntosh.....	280 00. <i>Accepted April 25, 1859.</i>

Contract made with W. R. & A. P. McIntosh, dated April 25, 1859, at \$280 per annum.
 Leave Martinsville Tuesday and Thursday at 7 a. m.; arrive at Patrick C. H. by 6 p. m.
 Leave Patrick C. H. Monday and Wednesday at 7 a. m.; arrive at Martinsville by 6 p. m.

ROUTE No. 4233.

From Martinsville to Elamsville, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel C. Shelton.....	\$299.
John Stoops.....	200.
	150, commence at County Line Mills.
B. Carter.....	154.
John H. Washburn.....	135, commence at Traylorville. <i>Accepted April 25, 1859.</i>

Contract made with John H. Washburn, dated April 25, 1859, at \$135 per annum.
 Leave Traylorville Sunday at 6 a. m.; arrive at Elamsville by 5 p. m.
 Leave Elamsville Monday at 6 a. m.; arrive at Traylorville by 5 p. m.

ROUTE No. 4234.

From Martinsville to Prillaman's, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Stoops.....	\$132.
Fleming Prillaman.....	100. <i>Accepted April 25, 1859.</i>

Contract made with Fleming Prillaman, dated April 25, 1859, at \$100 per annum.
 Leave Martinsville Monday at $\frac{1}{2}$ p. m.; arrive at Prillaman's by $7\frac{1}{2}$ p. m.
 Leave Prillaman's Monday at 5 a. m.; arrive at Martinsville by 12 m.

ROUTE No. 4235.

From Horse Pasture to Madison, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$187 00.
James M. Marshall.....	162 50.
John Stoops.....	125 00. <i>Accepted April 25, 1859.</i>

Contract made with John Stoops, dated April 25, 1859, at \$125 per annum.
 Leave Horse Pasture Saturday at 5 a. m.; arrive at Madison by 12 m.
 Leave Madison Saturday at 1 p. m.; arrive at Horse Pasture by 8 p. m.

ROUTE No. 4236.

From Patrick C. H. to Rock Spring, 9 miles, and back, twice a week.

Bidders' names.	Sum per annum.
George W. Wiggenton.....	\$200.
Finley & Adams.....	187.
John Stoops.....	150.
Allison M. Cheeley.....	97.
W. R. & A. P. McIntosh.....	84. <i>Accepted April 25, 1859.</i>

Contract made with W. R. & A. P. McIntosh, dated April 25, 1859, at \$84 per annum.
 Leave Patrick C. H. Wednesday and Saturday at 10 a. m. ; arrive at Rock Spring by 1 p. m.
 Leave Rock Spring Wednesday and Saturday at 6 a. m. ; arrive at Patrick C. H. by 9 a. m.

ROUTE No. 4237.

From Patrick C. H. to Hillsville, 42 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$343.
J. H. DeHart	248.
Andrew Boyd	234.
John Stoops	225.
W. R. & A. P. McIntosh	192.
P. Howell	173.
Allison C. Cheeley	164. <i>Accepted April 25, 1859.</i>

Contract made with Allison C. Cheeley, dated April 25, 1859, at \$164 per annum.
 Leave Patrick C. H. Friday at 6 a. m. ; arrive at Hillsville by 8 p. m.
 Leave Hillsville Saturday at 6 a. m. ; arrive at Patrick C. H. by 8 p. m.

ROUTE No. 4238.

From Patrick Court-House to Floyd Court-House, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$290 00.
Ballard P. Shelor	224 00.
J. H. DeHart	222 50.
John Stoops	200 00.
J. W. Elgin	200 00.
Andrew Boyd	184 00.
Paul Howell	173 00.
W. R. & A. P. McIntosh	173 00.
Allison C. Cheeley	164 00.
Mark A. Howell	127 00. <i>Accepted April 25, 1859.</i>

Contract made with Mark A. Howell, dated April 25, 1859, at \$127 per annum.
 Leave Patrick Court-House Monday at 6 a. m. ; arrive at Floyd Court-House by 6 p. m.
 Leave Floyd Court-House Tuesday at 6 a. m. ; arrive at Patrick Court-House by 6 p. m.

ROUTE No. 4239.

From Patrick Court-House to Mount Airy, North Carolina, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$272.
John Stoops	175.
Geo. W. Wigginton	174.
W. R. & A. P. McIntosh	167.
Mark A. Howell	114. <i>Accepted April 25, 1859.</i>

Contract made with Mark A. Howell, dated April 25, 1859, at \$114 per annum.
 Leave Patrick Court-House Saturday at 6 a. m. ; arrive at Mount Airy by 5 p. m.
 Leave Mount Airy Sunday at 6 a. m. ; arrive at Patrick Court-House by 5 p. m.

ROUTE No. 4240.

From Washington, District of Columbia, and the Washington Branch Railroad depot to Alexandria, Virginia, and the Orange and Alexandria Railroad depot, 8 miles, and back, twice daily, exclusive of the great mails.

Bidders' names.	Sum per annum.
C. H. Merrill	\$6,940. 1,000 additional for third trip, and will carry the great mails without additional pay.
Hugh Latham	4,800, three daily trips and carry the through mail.

Bidders' names.	Sum per annum.
Hugh Latham	\$1,200.
William H. Whaley	1,174.
	5,980, through and local mails.
Samuel N. Garwood	1,162, ⁰⁰⁰ . <i>Accepted April 25, 1859.</i>
	5,825 additional to carry the great mails.

Contract made with Samuel N. Garwood, dated June 30, 1859, at \$1,162 per annum.

Leave Washington at 6 a. m. and 12 p. m.; arrive at Alexandria by 7 a. m. and 1 p. m.

Leave Alexandria daily at 3½ a. m. and 2 p. m.; arrive at Washington by 5 a. m. and 3 p. m.

The mails from the railroad depot at Washington to the post office and railroad depot at Alexandria, and from the railroad depot at Alexandria to the post office and railroad depot at Washington, to be conveyed during same hours, or so as to connect with the trains on both roads.

ROUTE No. 4241.

From Alexandria to Gordonsville, 88½ miles, and back, daily, with a branch from Warrenton Junction to Warrenton, 9 miles, and back, daily. Service performed daily by the Orange and Alexandria Railroad Company, at \$9,300 per annum.

Leave Alexandria daily at 7.15 a. m.; arrive at Gordonsville by 10.45 a. m.

Leave Gordonsville daily at 10.25 a. m.; arrive at Alexandria by 2 p. m.

Leave Warrenton Junction daily at 9.10 a. m.; arrive at Warrenton by 9.45 a. m.

Leave Warrenton daily at 8.10 a. m.; arrive at Warrenton Junction by 8.45 a. m.

ROUTE No. 4242.

From Charlottesville to Lynchburg, 70 miles, and back, six times a week.

Bidders' names.	Sum per annum.
D. C. & G. R. R. Dunn	\$9,000, four-horse coach.
Do	6,500, four-horse coach, three times a week.
J. L. Heiskell	7,000, four-horse coach.
Sam'l N. Garwood	6,100, ⁰⁰⁰ .
W. C. Carrington	4,995, ⁰⁰⁰ . <i>Accepted April 25, 1859.</i>

Contract made with W. C. Carrington, dated April 25, 1859, at \$4,995 per annum.

Leave Charlottesville daily, except Sunday, at 1½ p. m.; arrive at Lynchburg next days by 9½ a. m.

Leave Lynchburg daily, except Sunday, at 3 a. m.; arrive at Charlottesville by 11 p. m.

ROUTE No. 4243.

From Washington, District of Columbia, to Winchester, Virginia, 70 miles, and back, three times a week, making close connexion at Dranesville with Alexandria route.

Bidders' names.	Sum per annum.
J. H. Kemp	\$2,800, four-horse coach.
Charles F. Fadey	2,400, four-horse coach to Leesburg, two-horse coach recidue.
Means & Nelson	1,200, <i>Accepted April 25, 1859.</i>

Contract made with Means & Nelson, dated April 25, 1859, at \$1,200 per annum.

Leave Washington Tuesday, Thursday, and Saturday at 3 a. m.; arrive at Dranesville by 6 a. m., and at Winchester by 9 p. m.

Leave Winchester Monday, Wednesday, and Friday at 2 a. m.; arrive at Dranesville by 6 p. m., and at Washington by 9 p. m.

ROUTE No. 4244.

From Alexandria to Dranesville, 22 miles, and back, three times a week.

Bidders' names.	Sum per annum.
J. H. Kemp	\$900, two-horse coach.
Charles F. Fadey	800, two-horse coach.
Robert H. McCleave	549.
George F. Means	395. <i>Accepted April 25, 1859.</i>

Contract made with George F. Means, dated April 25, 1859, at \$395 per annum.

Leave Alexandria Tuesday, Thursday, and Saturday at 1 a. m.; arrive at Dranesville by 6 a. m.

Leave Dranesville Monday, Wednesday, and Friday at 6 p. m.; arrive at Alexandria by 11 p. m.

ROUTE No. 4245.

From Alexandria to Dumfries, 28 miles, and back, three times a week.

Bidders' names.	Sum per annum.
James Osborn.....	\$775, 000.
Robert H. McCleave.....	500.
George F. Means.....	445. <i>Accepted April 25, 1859.</i>

Contract made with George F. Means, dated April 25, 1859, at \$445 per annum.

Leave Alexandria Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Dumfries by 4½ p. m.

Leave Dumfries Monday, Wednesday, and Friday at 6½ a. m.; arrive at Alexandria by 3 p. m.

ROUTE No. 4246.

From Alexandria to Theological Seminary, 3 miles, and back, daily, except Sunday.

Bidder's name.	Sum per annum.
William Cleaveland.....	\$200. <i>Accepted April 25, 1859.</i>

Contract made with William Cleaveland, dated April 25, 1859, at \$200 per annum.

Leave Alexandria daily, except Sunday, at 4½ p. m.; arrive at Theological Seminary by 5½ p. m.

Leave Theological Seminary daily, except Sunday, at 3½ p. m.; arrive at Alexandria by 4½ p. m.

ROUTE No. 4247.

From Alexandria to Upperville, 46½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
J. H. Kemp.....	\$2,500, four-horse coach to Middleburg; two-horse coach residue.
George L. Russell.....	1,650, four-horse coach.
William H. Whaley.....	1,494, two horse coach.
Hugh Latham.....	720, 000. <i>Accepted April 25, 1859.</i>
(After time.)	
Hugh Latham.....	720, 000. (Received April 5, 1859.)

Contract made with Hugh Latham, dated April 25, 1859, at \$720 per annum.

Leave Alexandria Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Upperville by 6 p. m.

Leave Upperville Monday, Wednesday, and Friday at 5 a. m.; arrive at Alexandria by 3 p. m.

ROUTE No. 4248.

From Langley to Fairfax Court-House, 13 miles, and back, three times a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$297.
George F. Means.....	245.
H. M. Faulkner.....	230.
Horatio Reid.....	199. <i>Accepted April 25, 1859.</i>

Contract made with Horatio Reid, dated April 25, 1859, at \$199 per annum.

Leave Langley Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Fairfax Court-House by 12 m.

Leave Fairfax Court-House Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Langley by 5 p. m.

ROUTE No. 4249.

From Fairfax Station to Fairfax Court-House, $3\frac{1}{2}$ miles, and back, daily.

Bidder's name.	Sum per annum.
Thomas Harrison.....	\$96. <i>Accepted April 25, 1859.</i>

Contract made with Thomas Harrison, dated April 25, 1859, at \$96 per annum.

Leave Fairfax Court-House daily at $6\frac{1}{2}$ a. m. ; arrive at Fairfax Station by $7\frac{1}{2}$ a. m.

ROUTE No. 4250.

From Dye's Mills to Centreville, 5 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Robert H. McCleave.....	\$149 00.
Thomas Taylor.....	112 50.
James T. Freeman.....	100 00. <i>Accepted April 25, 1859.</i>

Contract made with James T. Freeman, dated April 25, 1859, at \$100 per annum.

Leave Dye's Mills Tuesday, Thursday, and Saturday at 8 a. m. ; arrive at Centreville by $9\frac{1}{2}$ a. m.

Leave Centreville Tuesday, Thursday, and Saturday at $10\frac{1}{2}$ a. m. ; arrive at Dye's Mills by 12 m.

ROUTE No. 4251.

From Tudor Hall to Mount Jackson, $86\frac{1}{2}$ miles, and back, six times a week.

Bidder's name.	Sum per annum.
Manassas Gap Railroad Company	\$8,650.

Contract negotiated and made with the Manassas Gap Railroad Company, at \$4,325 per annum, dated July 27, 1859.

Leave Tudor Hall daily, except Sunday, at $8\frac{1}{2}$ a. m. ; arrive at Mount Jackson by $1\frac{1}{2}$ p. m.

Leave Mount Jackson daily, except Sunday, at 8 a. m. ; arrive at Tudor Hall by 1 p. m.

ROUTE No. 4252.

From Bristoe Station to Brentsville, 3 miles, and back, daily, except Sunday.

Bidder's name.	Sum per annum.
William J. Reeves.....	\$100. <i>Accepted April 25, 1859.</i>

Contract made with William J. Reeves, dated April 25, 1859, at \$100 per annum.

Leave Bristoe Station daily, except Sunday, at $8\frac{1}{2}$ a. m. ; arrive at Brentsville by $9\frac{1}{2}$ a. m.

Leave Brentsville daily, except Sunday, at 7 a. m. ; arrive at Bristoe Station by 8 a. m.

ROUTE No. 4253.

From Brentsville to Bellfair Mills, $11\frac{1}{2}$ miles, and back, twice a week.

Bidders' names.	Sum per annum.
Robert H. McCleave.....	\$149.
Mortimer N. Lynn.....	124.
William Carter.....	90. <i>Accepted April 25, 1859.</i>

Contract made with William Carter, dated April 25, 1859, at \$90 per annum.

Leave Brentsville Wednesday and Saturday at $\frac{1}{2}$ p. m. ; arrive at Bellfair Mills by 4 p. m.

Leave Bellfair Mills Wednesday and Saturday at 8 a. m. ; arrive at Brentsville by 12 m.

ROUTE No. 4254.

From Catlett to Somersville, 12 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Robert H. McCleave.....	\$224.
Susan W. Redd.....	160.
	190, extend to Tackett's Mills.
Thomas J. Ogg.....	150. <i>Accepted April 25, 1859.</i>

Contract made with Thomas J. Ogg, dated April 25, 1859, at \$150 per annum.

Leave Catlett Tuesday, Thursday, and Saturday at 9 a. m.; arrive at Somerville by 1 p. m.

Leave [Somerville Tuesday, Thursday, and Saturday at 1½ p. m.; arrive at Catlett by 5 p. m.

ROUTE No. 4255.

From Catlett to Auburn, 5 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Robert H. McCleave-----	\$139.
Smith A. Jeffries-----	75. <i>Accepted April 25, 1859.</i>

Contract made with Smith A. Jeffries, dated April 25, 1859, at \$75 per annum.

Leave Catlett Tuesday, Thursday, and Saturday at 1½ p. m.; arrive at Auburn by 3¼ p. m.

Leave Auburn Tuesday, Thursday, and Saturday at 11 a. m.; arrive at Catlett by ¾ p. m.

ROUTE No. 4256.

From Warrenton to Warrenton Springs, 6½ miles, and back, daily, from 15th June to 15th September, and three times a week the residue of the year.

Bidders' names.	Sum per annum.
Smith A. Jeffries-----	\$600, extend to Homeland.
J. H. Crump -----	400.
	150 additional to extend to Homeland.
James Roberts-----	399.
	120 additional to extend to Homeland. <i>Accepted April 25, 1859.</i>

Contract made with James Roberts, dated April 25, 1859, at \$519 per annum.

From June 15 to September 15.

Leave Warrenton daily after arrival of cars, say at 10 a. m.; arrive at Warrenton Springs by 11 a. m.

Leave Warrenton Springs daily at 6½ a. m.; arrive at Warrenton by 7¾ a. m.

Leave Warrenton Springs Tuesday, Thursday, and Saturday at 12 m.; arrive at Homeland by 4 p. m.

Leave Homeland Tuesday, Thursday, and Saturday at 4½ p. m.; arrive at Warrenton Springs by 8½ p. m.

From September 15 to June 15.

Leave Warrenton Tuesday, Thursday, and Saturday at 10½ a. m.; arrive at Homeland by 4 p. m.

Leave Homeland Tuesday, Thursday, and Saturday at 4½ p. m.; arrive at Warrenton by 8 a. m.

ROUTE No. 4257.

From Warrenton to Sperryville, 31 miles, and back, three times a week.

Bidders' names.	Sum per annum.
J. H. Kemp -----	\$940, two-horse coach.
F. H. Bruce -----	775, ○○○. Horse.
	1,100, two-horse coach.
N. H. Crump -----	650, ○○○.
John W. Burke -----	550, horse.
	749, two-horse stages.
	600, ○○○. <i>Accepted April 25, 1859.</i>

Contract made with John W. Burke, dated April 25, 1859, at \$600 per annum.

Leave Warrenton Tuesday, Thursday, and Saturday at 11 a. m.; arrive at Sperryville by 7 p. m.

Leave Sperryville Monday, Wednesday, and Friday, after arrival of mail from New Market, say at 3 p. m.; arrive at Warrenton by 11 p. m.

ROUTE No. 4258.

From Waterloo to Orleans, 8 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Robert H. McCleave-----	\$190. <i>Accepted April 25, 1859.</i>
(After time.)	

Newton B. Wayman -----	150. (Received April 19, 1859.)
William Weaver-----	150. (Received April 26, 1859.)

Contract made with R. H. McCleave, dated April 25, 1859, at \$190 per annum.

Leave Waterloo Tuesday, Thursday, and Saturday at 2½ p. m.; arrive at Orleans by 5 p. m.

Leave Orleans Tuesday, Thursday, and Saturday at 11½ a. m.; arrive at Waterloo by 2 p. m.

ROUTE No. 4259.

From Foxville to Foxville, 20½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
Robert H. McCleave -----	\$249.
N. H. Crump -----	197.
James A. Groves -----	190, schedule changed, commence at Millview. <i>Accepted April 25, 1859.</i>
	100, between Millview and Wheatley.

Contract made with James A. Groves, dated April 25, 1859, at \$190 per annum.

Leave Millview Tuesday and Saturday at 10 a. m., or after arrival of mail from Alexandria; arrive at Millview by 10 p. m.

ROUTE No. 4260.

From Brandy Station to Kelleysville, 8 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Robert H. McCleave-----	\$110. <i>Accepted April 25, 1859.</i>

Contract made with Robert H. McCleave, dated April 25, 1859, at \$110 per annum.

Leave Brandy Station Wednesday and Saturday at 1½ p. m.; arrive at Kelleysville by 3½ p. m.

Leave Kelleysville Wednesday and Saturday at 10½ a. m.; arrive at Brandy Station by ¾ p. m.

ROUTE No. 4261.

From Culpepper C. H. to Front Royal, 48 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John W. Burke-----	\$540.
R. H. McCleave-----	489.
	439, if Homeland is omitted.
D. C. Baggarly -----	416.
Joseph Scroggins -----	400. <i>Accepted April 25, 1859.</i>

Contract made with Joseph Scroggins, dated April 25, 1859, at \$400 per annum.

Leave Culpepper C. H. Tuesday and Friday at 1 p. m.; arrive at Front Royal next days by 1 p. m.

Leave Front Royal Monday and Thursday at 12 m.; arrive at Culpepper C. H. next days by 12 m.

ROUTE No. 4262.

From Culpepper C. H. to New Market, 56 miles, and back, three times a week, making connexions at Sperryville with the Warrenton route.

Bidders' names.	Sum per annum.
J. H. Kemp	\$1,500, two-horse coach.
John W. Burke.....	938.
	990, 000.
	1,040, two-horse stage. (\$35 less on each if State Mills is omitted.)
F. H. Bruce	875, 000. <i>Accepted April 25, 1859.</i>

Contract made with F. H. Bruce, dated April 25, 1859, at \$875 per annum.

Leave Culpepper C. H. Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Sperryville by 7 p. m., and New Market next days by 12 m.

Leave New Market Monday, Wednesday, and Friday at 6 a. m.; arrive at Culpepper C. H. by 12 night.

ROUTE No. 4263.

From Culpepper C. H. to Warrenton Springs, 18 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John W. Burke.....	\$400.
Robert H. McCleave.....	400.
	190, end at Oak Shade, and extend to Homeland at <i>pro rata</i> .
James F. Brown	180, Homeland, <i>via</i> Oak Shade, to Culpepper C. H.
	174, commence at Homeland.
	170, end at Oak Shade.
George Jeffries	140, end at Oak Shade. <i>Accepted April 25, 1859, and service reduced to twice a week, and pay to \$94 per annum.</i>

Contract made with George Jeffries, dated April 25, 1859, at \$94 per annum.

Leave Culpepper C. H. Wednesday and Saturday at 1½ p. m.; arrive at Oak Shade by 5 p. m.

Leave Oak Shade Wednesday and Saturday at 9 a. m.; arrive at Culpepper C. H. by ½ p. m.

ROUTE No. 4264.

From Culpeper C. H. to Leon, 13 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Robert H. McCleave.....	\$190. <i>Accepted April 25, 1859, and service reduced to once a week, and pay to \$95 per annum.</i>
John R. Tucker, (after time)....	150. (Received April 21, 1859.)

Contract made with Robert H. McCleave, dated April 25, 1859, at \$95 per annum.

Leave Culpeper C. H. Saturday at 1½ p. m.; arrive at Leon by 5 p. m.

Leave Leon Saturday at 8 a. m.; arrive at Culpeper C. H. by 11 a. m.

ROUTE No. 4265.

From Culpeper C. H. to Stevensburg, 7 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Robert H. McCleave.....	\$190, 000.
John Brown	120. <i>Accepted April 25, 1859.</i>

Contract made with John Brown, dated April 25, 1859, at \$120 per annum.

Leave Culpeper C. H. Tuesday, Thursday, and Saturday at 12 m.; arrive at Stevensburg by 2 p. m.

Leave Stevensburg Tuesday, Thursday, and Saturday at 7½ a. m.; arrive at Culpeper C. H. by 9½ a. m.

ROUTE No. 4266.

From Stevensburg to Dowdall, 20 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Lancelot Partlow	\$568.
R. H. McCleave	490, 000.
James W. Smith	350.
Charles H. Bradshaw	350. <i>Accepted April 25, 1859.</i>

Contract made with Charles H. Bradshaw, dated April 25, 1859, at \$350 per annum.
 Leave Stevensburg Tuesday, Thursday, and Saturday at 2½ p. m.; arrive at Dowdall by 8½ p. m.
 Leave Dowdall Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Stevensburg by 1 p. m.

ROUTE No. 4267.

From Shepard's Grove to Richardsville, 5 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Robert H. McCleave	\$139 00.
Darby Downing	90 00.
Alexander D. Walker	87 50.
James R. Humphreys	87 50.
James W. Smith	85 00. <i>Accepted April 25, 1859, and service reduced to once a week, and pay to \$43 per annum.</i>

Contract made with James W. Smith, dated April 25, 1859, at \$43 per annum.
 Leave Shepard's Grove Tuesday and Saturday at 10 a. m.; arrive at Richardsville by 11½ a. m.
 Leave Richardsville Tuesday and Saturday at 7 a. m.; arrive at Shepard's Grove by 8½ a. m.

ROUTE No. 4268.

From Oak Shade to Homeland, 6 miles, and back, once a week.

(No bids received.)

ROUTE No. 4269.

From Mitchell's Station to Raccoon Ford, 7 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Robert H. McCleave	\$190.
James Smith	130. <i>Accepted April 25, 1859.</i>

Contract made with James Smith, dated April 25, 1859, at \$130 per annum.
 Leave Mitchell's Station Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Raccoon Ford by 3 p. m.
 Leave Raccoon Ford Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Mitchell's Station by 10 a. m.

ROUTE No. 4270.

From Orange C. H. to Oak Park, 11½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
Robert H. McCleave	\$274.
B. H. Sparks	200.
Henry P. Tanner	156. <i>Accepted April 25, 1859.</i>

Contract made with Henry P. Tanner, dated April 25, 1859, at \$156 per annum.
 Leave Orange C. H. Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Oak Park by 4½ p. m.
 Leave Oak Park Tuesday, Thursday, and Saturday at 6½ a. m.; arrive at Orange C. H. by 10 a. m.

ROUTE No. 4271.

From Gordonsville to Stanardsville, 20 miles, and back, three times a week. Proposals to extend from Stanardsville, by Swift Run, Conrad's Store, and McGaheysville, to Harrisonburg, and to supply Keezletown twice a week and McMullen's Mills once a week, by side mail, (covering routes 4274 and 4412,) will be considered.

Bidders' names.	Sum per annum.
John W. Burke.....	\$1,890, invited service; two-horse coach.
	1,600, two-horse coach, six months; residue horse.
	1,600, two-horse coach, six months; residue horse.
	670, two horse stages, six months—May 1 to November 1; residue horse.
	500, horse.
R. F. Omohundro.....	649, 000.
R. W. Elsom.....	550.
R. H. McCleave.....	449.
A. D. Almond.....	400.
	600 additional for invited service.
S. K. Deane.....	374, 000. Accepted April 25, 1859.

Contract made with S. K. Deane, dated April 25, 1859, at \$374 per annum.

Leave Gordonsville Tuesday, Thursday, and Saturday at 12 m.; arrive at Stanardsville by 6 p. m.

Leave Stanardsville Monday, Wednesday, and Friday at 4 a. m.; arrive at Gordonsville by 10 a. m.

ROUTE No. 4272.

From Gordonsville to Madison C. H., 20 miles, and back, six times a week.

Bidders' names.	Sum per annum.
William M. Dunn.....	\$1,459, four-horse coach.
	1,099, 000.
Reuben J. Morriss.....	1,359, four-horse post coaches.....
	1,125, 000.
R. F. Omohundro.....	1,318, four-horse coach, eight months; 000, residue of year.
	999, 000.
Samuel N. Garwood.....	1,247, 000.
John W. Burke.....	1,200, 000.
R. W. Elsom.....	1,175, 000.
Asher W. Harman.....	1,099, 000.
R. A. Seal.....	979, two-horse coach.
Morgan W. Strother.....	850, 000.
R. S. Thomas.....	800.
Robert Gooding.....	747.
R. A. Seal.....	709.
Banks W. Goodall.....	690, 000. Accepted April 25, 1859.

Contract made with Banks W. Goodall, dated April 25, 1859, at \$690 per annum.

Leave Gordonsville daily, except Sunday, at 12 m.; arrive at Madison C. H. by 6 p. m.

Leave Madison C. H. daily, except Sunday, at 4 a. m.; arrive at Gordonsville by 9 a. m.

ROUTE No. 4273.

From Ruckersville to Seville, 7 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert H. McCleave.....	\$190.
Jacob Keysear.....	120, via Seville to Dawsonville; schedule proposed.
A. D. Almond.....	110. Accepted April 25, 1859.

Contract made with A. D. Almond, dated April 25, 1859, at \$110 per annum.

Leave Ruckersville Tuesday, Thursday, and Saturday at 5 p. m.; arrive at Seville by 7 1/2 p. m.

Leave Seville Tuesday, Thursday, and Saturday at 2 p. m.; arrive at Ruckersville by 4 1/2 p. m.

ROUTE No. 4274.

From Stanardsville, by Swift Run, to Conrad's Store, and back, by McMullen's Store, to Stanardsville, equal to 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert H. McCleave.....	\$199.
A. D. Almond.....	175.
S. K. Deane.....	94. <i>Accepted April 25, 1859.</i>

Contract made with S. K. Deane, dated April 25, 1859, at \$94 per annum.
 Leave Stanardsville Friday at 6 a. m.; arrive at Conrad's Store by 12 m.
 Leave Conrad's Store Friday at 1 p. m.; arrive at Stanardsville by 8 p. m.

ROUTE No. 4275.

From Madison C. H., by Creiglersville, &c., to Madison C. H., equal to 13½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
Robert H. McCleave.....	\$198.
Robert Gooding.....	137. <i>Accepted April 25, 1859.</i>

Contract made with Robert Gooding, dated April 25, 1859, at \$137 per annum.
 Leave Madison C. H. Wednesday and Saturday at 7 a. m.; arrive at Madison C. H. by 6 p. m.

ROUTE No. 4276.

From Cobham to Stony Point, 8 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Robert H. McCleave.....	\$149.
W. C. Mohanes.....	110, schedule changed. <i>Accepted April 25, 1859.</i>

Contract made with W. C. Mohanes, dated April 25, 1859, at \$110 per annum.
 Leave Cobham Monday, Wednesday, and Friday at 11½ a. m.; arrive at Stony Point by 2 p. m.
 Leave Stony Point Monday, Wednesday, and Friday at 7 a. m.; arrive at Cobham by 9½ a. m.

ROUTE No. 4277.

Columbia to Keswick Depot, 31½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
R. W. Elsom.....	\$550.
William Taliaferro.....	500.
William W. Pace.....	494, 000. <i>Accepted April 25, 1859.</i>

Contract made with William W. Pace, dated April 25, 1859, at \$494 per annum.
 Leave Columbia Tuesday, Thursday, and Saturday at 8½ a. m.; arrive at Keswick Depot by 6½ p. m.
 Leave Keswick Depot Monday, Wednesday, and Friday at 7 a. m.; arrive at Columbia by 5 p. m.

ROUTE No. 4278.

From Columbia to Chapel Hill, 14 miles, and back, once a week.
 (No bids received.)

ROUTE No. 4279.

From Fork Union to Bremono Bluff, 5 miles, and back, three times a week.

Bidders' names.	Sum per annum.	
James B. Talley, (after time)-----	\$150.	(Received April 12, 1859.)
Robert P. Snead -----do-----	125.	(Received April 15, 1859.) <i>Accepted April 25, 1859.</i>

Contract made with Robert P. Snead, dated April 25, 1859, at \$125 per annum.

Leave Fork Union Monday, Wednesday, and Friday at 5 p. m.; arrive at Bremo Bluff by 6½ p. m.

Leave Bremo Bluff Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Fork Union by 7½ a. m.

ROUTE No. 4280.

From Bremo Bluff to Buckingham C. H., 29½ miles, and back, three times a week.

Bidders' names.	Sum per annum.	
Edmond & Davenport-----	\$800,	two-horse coach.
Charles F. May-----	597.	
R. W. Elsom-----	575.	
William A. Lesuer-----	525,	commence at New Canton.
Stephen Farmer -----	473.	<i>Accepted April 25, 1859.</i>

Contract made with Stephen Farmer, dated April 25, 1859, at \$473 per annum.

Leave Bremo Bluff Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Buckingham C. H. by 5 p. m.

Leave Buckingham C. H. Monday, Wednesday, and Friday at 10 a. m.; arrive at Bremo Bluff by 7 p. m.

ROUTE No. 4281.

From New Canton to Staunton's Precinct, 21 miles, and back, twice a week.

Bidders' names.	Sum per annum.	
R. W. Elsom-----	\$450 00.	
George E. Newton -----	299 00.	
Thomas L. Newton-----	259 00.	
Samuel T. Spencer-----	249 00.	
George W. Maxey-----	225 00,	extend to Well Water.
William B Seargeant-----	218 50.	
F. N. Maxey -----	208 00.	<i>Accepted April 25, 1859.</i> Extend to Well Water.
Schuyler Thomas-----	195 00,	schedule proposed.

Contract made with F. N. Maxey, dated April 25, 1859, at \$208 per annum.

Leave New Canton Thursday and Saturday at 12 m.; arrive at Well Water by 7 p. m.

Leave Well Water Thursday and Saturday at 4 a. m.; arrive at New Canton by 11 a. m.

ROUTE No. 4282.

From Buckingham C. H. to Howardsville, 16½ miles, and back, twice a week.

Bidders' names.	Sum per annum.	
R. H. McCleave-----	\$299.	
William O. Spencer-----	276.	
Hugh R. Patteson-----	275,	three times a week.
	250,	with an additional weekly trip to Mount Vinco, and from Howardsville to Glenmore.
Samuel T. Spencer -----	249.	
R. W. Elsom-----	248.	
Hugh R. Patteson-----	220.	
Charles F. May-----	197.	<i>Accepted April 25, 1859.</i>

Contract made with Charles F. May, dated April 25, 1859, at \$197 per annum.

Leave Buckingham C. H. Monday and Friday at 1 p. m.; arrive at Howardsville by 6 p. m.

Leave Howardsville Monday and Friday at 7 a. m.; arrive at Buckingham C. H. by 12 m.

ROUTE No. 4283.

From Central Plains to Seven Islands, 6 miles, and back, three times a week.

Bidder's name.	Sum per annum.
H. L. Hunden.....	\$100. <i>Accepted April 25, 1859.</i>

Contract made with H. L. Hunden, dated April 25, 1859, at \$100 per annum.

Leave Central Plains Tuesday, Thursday, and Saturday at 8½ a. m.; arrive at Seven Islands by 10 a. m.

Leave Seven Islands Tuesday, Thursday, and Saturday at 10½ a. m.; arrive at Central Plains by 12 m.

ROUTE No. 4284.

From Charlottesville to Scottsville, 21 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Wm. L. Fretwell	\$1,200. 600, three times a week.
R. W. Elsom	895, 000.
George A. Young	800, 000.
Charles F. May	787.
Wm. W. Pace	644, 000. <i>Accepted April 25, 1859.</i>
(After time.)	
Thomas J. Johnson	679, guaranty informal. (Received April 6, 1859.)
Benjamin Bowles	700, guaranty informal. (Received April 6, 1859.)

Contract made with Wm. W. Pace, dated April 25, 1859, at \$644 per annum.

Leave Charlottesville daily, except Sunday, at 1½ p. m.; arrive at Scottsville at 7½ p. m.

Leave Scottsville daily, except Sunday, at 5 a. m.; arrive at Charlottesville by 11 a. m.

ROUTE No. 4285.

From Charlottesville to Millington, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
John R. Madison	\$350.
B. R. Eddins	300, end at Free Union.
J. N. Gillum	234, twice a week.
William Sampson	200, twice a week to Earleysville, and once residue.
R. H. McCleave	189, and twice a week at <i>pro rata</i> .
J. N. Gillum	117. <i>Accepted April 25, 1859.</i>

Contract made with J. N. Gillum, dated April 25, 1859, at \$117 per annum.

Leave Charlottesville Friday at 1 p. m.; arrive at Millington by 8 p. m.

Leave Millington Friday at 5 a. m.; arrive at Charlottesville by 12 m.

ROUTE No. 4286.

From Murrill's Shop to Covesville, 11 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Robert H. McCleave	\$290.
W. C. Carrington	200.
G. T. Lyon	175. <i>Accepted April 25, 1859.</i>

Contract made with G. T. Lyon, dated April 25, 1859, at \$175 per annum.

Leave Murrill's Shop Monday, Wednesday, and Friday at 5 a. m.; arrive at Covesville by 8 a. m.

Leave Covesville Monday, Wednesday, and Friday at 8½ a. m.; arrive at Murrill's Shop by 11½ a. m.

ROUTE No. 4287.

From Lovington to Tye River Warehouse, 11 miles, and back, twice a week.

Bidders' names.	Sum per annum.
W. C. Carrington.....	\$250 00.
George R. Giles	247 50.
George A. Bolton.....	160 00.
G. T. Lyon	158 00.
Wyatt Hare.....	149 00. <i>Accepted April 25, 1859.</i>
John W. Witt.....	360 00.
John J. Mitchell.....	299 75.
R. H. McCleave	290 00.

Contract made with Wyatt Hare, dated April 25, 1859, at \$149 per annum.

Leave Lovington Monday and Thursday at 10 a. m.; arrive at Tye River Warehouse by 1 p. m.

Leave Tye River Warehouse Monday and Thursday at 3 p. m.; arrive at Lovington by 6 p. m.

ROUTE No. 4288.

From Lovington to Massie's Mills, 13 miles, and back, three times a week.

Bidders' names.	Sum per annum.
W. C. Carrington.....	\$300.
R. H. McCleave	298.
John Hill	100. <i>Accepted April 25, 1859.</i>

Contract made with John Hill, dated April 25, 1859, at \$100 per annum.

Leave Lovington Tuesday, Thursday, and Saturday at 1½ p. m.; arrive at Massie's Mills by 5 p. m.

Leave Massie's Mills Tuesday, Thursday, and Saturday at 8½ a. m.; arrive at Lovington by 12 m.

ROUTE No. 4289.

From Rose Mills to Temperance, 5 miles, and back, three times a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$139.
David S. Woodson.....	117. <i>Accepted April 25, 1859, and reduce service to twice a week, and pay to \$78 per annum.</i>

Contract made with David S. Woodson, dated April 25, 1859, at \$78 per annum.

Leave Rose Mills Tuesday, Thursday, and Saturday at 10 a. m.; arrive at Temperance by 12 m.

Leave Temperance Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Rose Mills by 9 a. m.

ROUTE No. 4290.

From Tye River Warehouse to New Glasgow, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
W. C. Carrington.....	\$248 00.
R. H. McCleave	198 00.
George R. Giles	165 00.
John J. Mitchell.....	149 75. <i>Accepted April 25, 1859.</i>

Contract made with John J. Mitchell, dated April 25, 1859, at \$149 75 per annum.

Leave Tye River Warehouse Friday at 1 p. m.; arrive at New Glasgow by 5 p. m.

Leave New Glasgow Friday at 8 a. m.; arrive at Tye River Warehouse by 12 m.

ROUTE No. 4291.

From Amherst C. H. to Pryor's Vale, 13½ miles, and back, once a week.

Bidders' names.	Sum per annum.
S. E. Mason.....	\$150.
R. H. McCleave	139.
(Not let)	

ROUTE No. 4292.

From Lynchburg to Pedlar's Mills, 17 miles, and back, twice a week.

Bidder's name.	Sum per annum.
John Stoops	\$250. <i>Accepted April 25, 1859, and service reduced to once a week, and pay to \$125 per annum.</i>

Contract made with John Stoops, dated April 25, 1859, at \$125 per annum.

Leave Lynchburg Monday and Thursday at 2 p. m.; arrive at Pedlar's Mills by 7 p. m.

Leave Pedlar's Mills Monday and Thursday at 7 a. m.; arrive at Lynchburg by 12 m.

ROUTE No. 4293.

From Lynchburg to Pittsylvania C. H., 56 miles, and back, three times a week.

Bidders' names.	Sum per annum.
J. P. Hunnicutt	\$1,494.
H. C. Wade	1,444.
James M. Moses	1,400.
Charles E. Wiley	1,300.
H. C. Wade	1,293, 000.
Mr. Corner	1,150, informal.
R. W. Elsom	1,075.
George W. Staples	1,050, 000.
John Stoops	1,000.
David Oliver	943, 000. <i>Accepted April 25, 1859.</i>
(After time.)	
Caswell & Wright	1,160.

Contract made with David Oliver, dated April 25, 1859, at \$943 per annum.

Leave Lynchburg Monday, Wednesday, and Friday at 4 a. m.; arrive at Campbell C. H. by 7½ a. m.

Leave Campbell C. H. Monday, Wednesday, and Friday at 8 a. m.; arrive at Pittsylvania C. H. by 8 p. m.

Leave Pittsylvania C. H. Tuesday, Thursday, and Saturday at 3 a. m.; arrive at Campbell C. H. by 3 p. m.

Leave Campbell C. H. Tuesday, Thursday, and Saturday at 3½ p. m.; arrive at Lynchburg by 7 p. m.

ROUTE No. 4294.

From Campbell C. H. to Halifax C. H., 63½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
H. C. Wade	\$1,444.
R. W. Elsom	1,300, 000.
Thomas B. Butt	1,200.
David Oliver	1,173, 000.
Jeremiah Clardy	998.
East & Smith	995.
Nathan M. Hancock	870. <i>Accepted April 25, 1859.</i>

Contract made with Nathan M. Hancock, dated April 25, 1859, at \$870 per annum.

Leave Campbell C. H. Monday, Wednesday, and Friday on arrival of Lynchburg mail, say at 8 a. m.; arrive at Halifax C. H. next days by 4 p. m.

Leave Halifax C. H. Monday, Wednesday, and Friday at 7 a. m.; arrive at Campbell C. H. next days by 3 p. m.

ROUTE No. 4295.

From Yellow Branch to Leesville, 20 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John Stoops	\$250.
V. F. Deaton	200. <i>Accepted April 25, 1859.</i>

Contract made with V. F. Deaton, dated April 25, 1859, at \$200 per annum.

Leave Yellow Branch Wednesday and Friday at 1 p. m.; arrive at Leesville by 7 p. m.

Leave Leesville Wednesday and Friday at 6 a. m.; arrive at Yellow Branch by 12 m.

ROUTE No. 4296.

From Big Island to Buffalo Springs, 20 miles, and back, twice a week.

Bidder's name.	Sum per annum.
John Stoops.....	\$250. <i>Accepted April 25, 1859, and reduce service to once a week, and pay to \$125.</i>

Contract made with John Stoops, dated April 25, 1859, at \$125 per annum.
 Leave Big Island Monday and Thursday at 1 p. m.; arrive at Buffalo Springs by 8 p. m.
 Leave Buffalo Springs Monday and Thursday at 5 a. m.; arrive at Big Island by 12 m.

ROUTE No. 4297.

From Forest Depot to Ivy Creek Mills, 6 miles, and back, once a week.

Bidder's name	Sum per annum.
J. A. Campbell.....	\$60.

(Not let.)

ROUTE No. 4298.

From Forest Depot to Loving Creek, 6 miles, and back, once a week.

Bidder's name.	Sum per annum.
Stephen Hicks.....	\$70. <i>Accepted April 25, 1859.</i>

Contract made with Stephen Hicks, dated April 25, 1859, at \$70 per annum.
 Leave Forest Depot Wednesday and Saturday at 2½ p. m.; arrive at Loving Creek by 4½ p. m.
 Leave Loving Creek Wednesday and Saturday at 12 m.; arrive at Forest Depot by 2 p. m.

ROUTE No. 4299.

From Lowry to Otter Bridge, 4 miles, and back, three times a week.

(No bids received)

ROUTE No. 4300.

From Liberty to Big Island, 31 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Thomas M. Falls.....	\$300, invited service.
Alanson L. Noell.....	225, end at Charlemont and embrace Peaksville.
Joel A. Elliott.....	193. <i>Accepted April 25, 1859. End at Charlemont; twice a week.</i>
	233, embrace Peaksville.

(After time.)

Elisha Oden.....	200, no guaranty. (Received April 12, 1859.)
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Contract made with Joel A. Elliott, dated April 25, 1859, at \$193 per annum.
 Leave Liberty Saturday at 8 a. m.; arrive at Big Island by 4 p. m.
 Leave Big Island Friday at 10 a. m.; arrive at Liberty by 6 p. m.

ROUTE No. 4301.

From Liberty to Rocky Mount, 40 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Silas Dearing.....	\$800, two-horse coach from April 1 to November 1, horse residue.
Finley & Adams.....	672.
Silas Dearing.....	600.
	500, proposed schedule.
John Stoops.....	500. <i>Accepted April 25, 1859, and service reduced to once a week, and pay to \$250 per annum.</i>

Contract made with John Stoops, dated April 25, 1859, at \$250 per annum.
 Leave Liberty Friday at 4 a. m.; arrive at Rocky Mount by 7 p. m.
 Leave Rocky Mount Saturday at 6 a. m.; arrive at Liberty by 9 p. m.

ROUTE No. 4302.

From Liberty to Rocky Mount, 54 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$487.
John Stoops.....	350.
Silas Dearing.....	249. <i>Accepted April 25, 1859.</i>

Contract made with Silas Dearing, dated April 25, 1859, at \$249 per annum.

Leave Liberty Tuesday at 7 a. m.; arrive at Rocky Mount next day by 12 m.

Leave Rocky Mount Wednesday at 1 p. m.; arrive at Liberty next day by 6 p. m.

ROUTE No. 4303.

From Liberty to Wades, 18½ miles, and back, once a week.

Bidders' names.	Sum per annum.
John Stoops.....	\$200.
Silas Dearing.....	150. <i>Accepted April 25, 1859; include Chestnut Fork.</i>

Contract made with Silas Dearing, dated April 25, 1859, at \$150 per annum.

Leave Liberty Saturday at 6 a. m.; arrive at Wades by 12 m.

Leave Wades Friday at ½ p. m.; arrive at Liberty by 6½ p. m.

ROUTE No. 4304.

From Bunker Hill to Chestnut Fork, 8 miles, and back, once a week.

Bidder's name.	Sum per annum.
John Stoops.....	\$100.
(Not let.)	

ROUTE No. 4305.

From Davis's Mills to Berger's Store, 26 miles, and back, once a week.

Bidders' names.	Sum per annum.
William S. Nichols.....	\$499, with route No. 4306.
Finley & Adams.....	282.
Silas Dearing.....	249.
John Stoops.....	200. <i>Accepted April 25, 1859.</i>

Contract with John Stoops, dated April 25, 1859, at \$200 per annum.

Leave Davis's Mills Friday at 9 a. m.; arrive at Berger's Store by 6 p. m.

Leave Berger's Store Saturday at 6 a. m.; arrive at Davis's Mills by 3 p. m.

ROUTE No. 4306.

From Davis's Mills to Dickinson, 34 miles, and back, once a week.

Bidders' names.	Sum per annum.
William S. Nichols.....	\$499, with No. 4305.
Silas Dearing.....	300.
Finley & Adams.....	287.
John Stoops.....	200. <i>Accepted April 25, 1859.</i>

Contract made with John Stoops, dated April 25, 1859, at \$200 per annum.

Leave Davis's Mills Tuesday at 9 a. m.; arrive at Dickinson by 9 p. m.

Leave Dickinson Wednesday at 4 a. m.; arrive at Davis's Mills by 4 p. m.

ROUTE No. 4307.

From Emaus to Taylor's Store, 17 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Stoops.....	\$140.
Silas Dearing.....	80. <i>Accepted April 25, 1859.</i>

Contract made with Silas Dearing, dated April 25, 1859, at \$80 per annum.
 Leave Emaus Wednesday at 7 a. m.; arrive at Taylor's Store by 12 m.
 Leave Taylor's Store Wednesday at 1 p. m.; arrive at Emaus by 6 p. m.

ROUTE No. 4308.

From Bonsack's to White Sulphur Springs, 65 miles, and back, six times a week to Fincastle and three times a week residue.

Bidders' names.	Sum per annum.
Asher W. Harman.....	\$6,490, four-horse coach.
R. F. Omohundro.....	5,490, four-horse coach.
Kent, Ficklin & Peyton	4,900, four-horse coach.
G. M. Kinzer.....	1,490, ^{ooo} .
(Not let.)	

ROUTE No. 4309.

From Fincastle to Blacksburg, 40 miles, and back, once a week.

Bidders' names.	Sum per annum,
Asher W. Harman	\$370.
Finley & Adams.....	343.
Madison M. Switzer.....	300, ^{ooo} .
Rob't F. Mays.....	296, ^{ooo} .
John K. Young	285.
John Stoops.....	245.
John E. Curd	240, ^{ooo} .
Daniel E. Burke.....	226. <i>Accepted April 25, 1859.</i>

Contract made with Daniel E. Burke, dated April 25, 1859, at \$226 per annum.
 Leave Fincastle Friday at 4 a. m.; arrive at Blacksburg by 9 p. m.
 Leave Blacksburg Saturday at 5 a. m.; arrive at Fincastle by 10 p. m.

ROUTE No. 4310.

From Fincastle to Covington, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$319.
John R. Young.....	275.
John Stoops	225.
Daniel E. Burke.....	218.
Robert F. Mays	196, ^{ooo} .
John E. Curd	165, ^{***} . <i>Accepted April 25, 1859.</i>

Contract made with John E. Curd, dated April 25, 1859, at \$165 per annum.
 Leave Fincastle Monday at 6 a. m.; arrive at Covington by 6 p. m.
 Leave Covington Tuesday at 6 a. m.; arrive at Fincastle by 6 p. m.

ROUTE No. 4311.

From Big Lick to Rocky Mount, 28 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John W. Burke	\$700, ^{ooo} .
John Stoops.....	700.
John H. Walker.....	550, two-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with John H. Walker, dated April 25, 1859, at \$550 per annum.
 Leave Big Lick Tuesday, Thursday, and Saturday at 6.30 p. m.; arrive at Rocky Mount next days by 1.30 a. m.
 Leave Rocky Mount Monday, Wednesday, and Friday at 8.30 a. m.; arrive at Big Lick by 3.30 p. m.

ROUTE No. 4312.

From Rocky Mount to Greensboro', 84 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Peter Adams.....	\$4,000, two-horse hack.
John Stoops.....	3,500.
Samuel C. Shelton.....	2,289, 000.
J. S. Brown.....	2,100, 000.
John H. Walker.....	2,000, two horse coach.
J. P. Hunnicutt.....	1,995, ***. <i>Accepted April 25, 1859.</i>

Contract made with J. P. Cunnicutt, dated April 25, 1859, at \$1,995 per annum.

Leave Rocky Mount Sunday, Wednesday, and Friday at 4 a. m.; arrive at Greensboro' next days by 10 a. m.

Leave Greensboro' Monday, Wednesday, and Saturday at 2½ p. m.; arrive at Rocky Mount Wednesday, Friday, and Monday by 8 a. m.

ROUTE No. 4313.

From Rocky Mount to Floyd C. H., 40½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$347.
B. P. Shelor.....	249.
John P. Carter.....	237.
Wilson Huff.....	220.
John Stoops.....	220.
Noah Underwood.....	190. <i>Accepted April 25, 1859.</i>

Contract made with Noah Underwood, dated April 25, 1859, at \$190 per annum.

Leave Rocky Mount Wednesday at 6 a. m.; arrive at Floyd C. H. by 7 p. m.

Leave Floyd C. H. Tuesday at 5 a. m.; arrive at Rocky Mount by 6 p. m.

ROUTE No. 4314.

From Sydnorsville to Prillaman's, 17 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$267 00.
D. P. Standley.....	208 00.
John Stoops.....	190 00, end at Oak Level.
G. M. & Jno. G. Lesuer.....	190 00.
Fleming Prillaman.....	160 00. <i>Accepted April 25, 1859, and service reduced</i>
(After time.)	to once a week, and pay to \$30 per annum.
Marcial Waid.....	194 50. (Received April 6, 1859.)

Contract made with Fleming Prillaman, dated April 25, 1859, at \$80 per annum.

Leave Sydnorsville Tuesday at 1 p. m.; arrive at Prillaman's by 7 p. m.

Leave Prillaman's Tuesday at 6 a. m.; arrive at Sydnorsville by 12 m.

ROUTE No. 4315.

From Shady Grove to Snow Creek, 6 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John Stoops.....	\$150. <i>Accepted April 25, 1859, and service reduced</i>
	to once a week, and pay to \$75 per annum.

Contract made with John Stoops, dated April 25, 1859, at 75 per annum.

Leave Shady Grove Monday and Friday at 8½ a. m.; arrive at Snow Creek by 10½ a. m.

Leave Snow Creek Monday and Friday at 6 a. m.; arrive at Shady Grove by 8 a. m.

ROUTE No. 4316.

From Elamsville to Rocky Mount, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$273.
Allison C. Cheeley.....	235.
Nathaniel Oxley.....	200.
John Stoops.....	195.
B. Carter.....	175.
Isaac C. Adams.....	173.
J. W. Elgin.....	140. <i>Accepted April 25, 1859.</i>

Contract made with J. W. Elgin, dated April 25, 1859, at \$140 per annum.
 Leave Elamsville Tuesday at 7 a. m. ; arrive at Rocky Mount by 6 p. m.
 Leave Rocky Mount Monday at 7 a. m. ; arrive at Elamsville by 6 p. m.

ROUTE No. 4317.

From Salem to Floyd C. H. , 46 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas Lancaster.....	\$446.
Finley & Adams.....	441.
James F. Shelor.....	300.
I. P. Carter.....	230.
John Stoops.....	225.
Wilson Huff.....	209. <i>Accepted April 25, 1859.</i>

Contract made with Wilson Huff, dated April 25, 1859, at \$208 per annum.
 Leave Salem Saturday at 5 a. m. ; arrive at Floyd C. H. by 8 a. m.
 Leave Floyd C. H. Friday at 5 a. m. ; arrive at Salem by 8 p. m.

ROUTE No. 4318.

From Salem to Middle Mountain, 30 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John W. Brown.....	\$850, three times a week.
George H. Walker.....	650, three times a week. 500, two-horse coach. 575, three times a week. 500.
John W. Younger.....	495,  , or 545,  , three times a week.
G. M. Kinzer.....	490.
Thomas H. B. Dillard.....	490.
David M. Brand.....	465.
John Stoops.....	400. 550, three times a week.
Daniel E. Burke.....	380,  .
Kent, Ficklin & Peyton.....	200. <i>Accepted April 25, 1859.</i> 240, three times a week. 100, if they get 4308.

Contract made with Kent, Ficklin & Peyton, dated April 25, 1859, at \$200 per annum.
 Leave Salem Wednesday and Saturday at 6 a. m. ; arrive at Middle Mountain by 4 p. m.
 Leave Middle Mountain Tuesday and Friday at 6 a. m. : arrive at Salem by 4 p. m.

ROUTE No. 4319.

From Catawba to Sinking Creek, 16 miles, and back, once a week.

Bidders' Names.	Sum per annum.
David M. Brand.....	\$139.
John W. Smith.....	104.
John Stoops.....	100.
Francis M. Trenor.....	87.
John Sarver.....	75. <i>Accepted April 25, 1859.</i>

Contract made with John Sarver, dated April 25, 1859, at \$75 per annum.

Leave Catawba Saturday at 12 m. ; arrive at Sinking Creek by 5 p. m.

Leave Sinking Creek Saturday at 6 a. m. ; arrive at Catawba by 11 a. m.

ROUTE No. 4320.

From New Castle to Pearisburg, 46 miles, and back, twice a week.

Bidders' names.	Sum per annum.
George W. Goodall.....	\$1, 650, 000, for this and 4331, 4368, and 4372. (Illegal.)
James L. Bowen.....	936 00.
William Givous.....	800 00.
Daugherty & Baylor.....	800 00, 000.
John W. Peck.....	759 00.
W. J. Fizer.....	749 00.
Thomas H. B. Dillard.....	695 00.
James W. Williams.....	648 00.
William Caldwell.....	640 00.
Nathan Worley.....	620 00.
John W. Smith.....	598 00.
John Sarver.....	595 00.
G. M. Kizer.....	490 00.
G. H. Walker.....	575 00.
John Stoops.....	550 00.
Giles Huffman.....	543 98.
Daniel E. Benke.....	520 00.
John H. Walker.....	500 00, 000. <i>Accepted April 25, 1859.</i>

Contract made with John H. Walker, dated April 25, 1859, at \$500 per annum.

Leave New Castle Tuesday and Friday at 12 m. ; arrive at Pearisburg next days by 4 p. m.

Leave Pearisburg Monday and Thursday at 7 a. m. ; arrive at New Castle next days by 11 a. m.

ROUTE No. 4321.

From Shawsville to Simpson's, 20 miles, and back, once a week.

Proposals for daily service between Shawsville and Alleghany Springs, from June 15 to September 15, invited.

Bidders' names.	Sum per annum.
John Muse.....	\$250. 75 additional for invited service.
John Stoops.....	125. 65 additional for invited service.
Wilson Huff.....	119.
John Hall.....	100.
Samuel L. Vest.....	85. <i>Accepted April 25, 1859.</i>

Contract made with Samuel L. Vest, dated April 25, 1859, at \$85 per annum.

Leave Shawsville Wednesday at 5 a. m. ; arrive at Simpson's by 12 m.

Leave Simpson's Wednesday at 1 p. m. ; arrive at Shawsville by 8 p. m.

ROUTE No. 4322.

From Christiansburg to Floyd Court-House, 21 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Thomas Lancaster.....	\$1, 181.
C. M. Stigelman.....	986.
A. A. Hobson.....	900.
John Plearter.....	770.
John Stoops.....	595.
Wilson Huff.....	419. <i>Accepted April 25, 1859.</i>

Contract made with Wilson Huff, dated April 25, 1859, at \$419 per annum.

Leave Christiansburg daily, except Sunday, at 4½ a. m. ; arrive at Floyd Court-House by 10 a. m.

Leave Floyd Court-House daily, except Sunday, at 10½ a. m. ; arrive at Christiansburg by 4 p. m.

ROUTE No. 4323.

From Christiansburg to Snowville, 14 miles, and back, twice a week.

Bidders' names.	Sum per annum.
David W. Aker.....	\$279 95.
H. J. Stone.....	208 00, schedule changed.
Gotlieb Rauscher.....	195 00.
Hamilton Gardner.....	175 00.
John Stoops.....	150 00. <i>Accepted April 29, 1859.</i>
(After time.)	
Daniel W. Aker.....	239 95. (Received April 14, 1859.)

Contract made with John Stoops, dated April 25, 1859, at \$150 per annum.

Leave Christiansburg Wednesday and Saturday at 6 a. m. ; arrive at Snowville by 10 a. m.

Leave Snowville Wednesday and Saturday at 11 a. m ; arrive at Christiansburg by 3 p. m.

ROUTE No. 4324.

From Christiansburg to Newport, 17 miles, and back, six times a week to Blacksburg, and twice a week the residue.

Bidders' names.	Sum per annum.
Sesler & Fagg.....	\$1,663, four-horse coach. 1,393, four-horse coach, six times a week to Blacksburg. 1,443, six times a week to Blacksburg, and three times a week residue, horse. 1,063, 000 .
John Walker.....	625, two-horse coach. 75 additional to Blacksburg, to Newport in two-horse coach.
Gottlieb Rausher.....	500.
A. Thompson.....	425, three times a week to Newport, for 30 additional.
E. J. Amiss.....	416. <i>Accepted April 25, 1859.</i>

Contract made with E. J. Amiss, dated April 25, 1859, at \$416 per annum.

Leave Christiansburg daily, except Sunday, at 6 p. m. ; arrive at Blacksburg by 8 30 p. m.

Leave Blacksburg daily, except Sunday, at 1½ p. m. ; arrive at Christiansburg by 4 p. m.

Leave Blacksburg Wednesday and Saturday at 6 a. m. ; arrive at Newport by 8 a. m.

Leave Newport Wednesday and Saturday at 8½ a. m ; arrive at Blacksburg by 10½ a. m.

ROUTE No. 4325.

From Floyd C. H. to Hillsville, 34½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$294.
B. P. Sheler.....	238.
Eden Harris.....	200.
Gordon C. Earle.....	199.
John Stoops.....	195.
Wilson Huff.....	194.
John Elgin.....	194. <i>Accepted April 25, 1859.</i>

Contract made with John Elgin, dated April 25, 1859, at \$194 per annum.

Leave Floyd C. H. Friday at 7 a. m. ; arrive at Hillsville by 6 p. m.

Leave Hillsville Saturday at 7 a. m. ; arrive at Floyd C. H. by 6 p. m.

ROUTE No. 4326.

From Floyd C. H. to Mount Airy, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$487.
James F. Sheler.....	375. End at Ararat.
John Elgin.....	296.
John Stoops.....	260.
Wilson Huff.....	234. <i>Accepted April 25, 1859.</i>

Contract made with Wilson Huff, dated April 25, 1859, at \$234 per annum.
 Leave Floyd C. H. Monday at 6 a. m.; arrive at Mount Airy next day by 12 m.
 Leave Mount Airy Tuesday at 1 p. m.; arrive at Floyd C. H. next day by 7 p. m.

ROUTE No. 4327.

From Blacksburg to Shellville, $8\frac{1}{2}$ miles, and back, twice a week.

Bidders' names.	Sum per annum.
John Stoops	\$150.
E. J. Amiss	104. <i>Accepted April 25, 1859.</i>
	And service reduced to once a week, and pay to \$52 per annum.
Jacob Ginkever	88, no guarantors.

Contract made with E. J. Amiss, dated April 25, 1859, at \$52 per annum.
 Leave Blacksburg Saturday at 6 a. m.; arrive at Shellville by 9 a. m.
 Leave Shellville Saturday at 10 a. m.; arrive at Blacksburg by 1 p. m.

ROUTE No. 4328.

From Lovely Mount to Indian Valley, 23 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Stoops	\$200.
Luke Cox	129.
James M. Kirby	125.
John T. Phillips	124.
James Phillips	119.
Elias E. Alltizer	119.
Preston Akers	115.
George Quesenberry, sr.	115.
A. D. Burnett	115.
Nathan G. Bolling	114. <i>Accepted April 25, 1859.</i>

Contract made with Nathan G. Bolling, dated April 25, 1859, at \$114 per annum.
 Leave Lovely Mount Wednesday at 1 p. m.; arrive at Indian Valley by 8 p. m.
 Leave Indian Valley Wednesday at 5 a. m.; arrive at Lovely Mount by 12 m.

ROUTE No. 4329.

From Dublin to White Sulphur Springs, 80 miles, and back, six times a week, from 1st June to 1st October, and three times a week the residue of the year.

Bidders' names.	Sum per annum.
Asher W. Harman	\$5,890, four-horse coach, June 20 to Oct. 1, residue, 000.
Dunn & Cox	5,550.
R. F. Omohundro	4,400, four-horse coach.
Kent, Ficklin & Peyton	4,000, four-horse coach from June 20 to October 1, residue two horse coach.
John H. Walker	3,000, 000. <i>Accepted April 25, 1859.</i>

Contract made with John H. Walker, dated April 25, 1859, at \$3,000 per annum.

From 1st June to 1st October.

Leave Dublin daily, except Saturday, at 7 45 p. m.; arrive at White Sulphur Springs next days by 9 p. m.

Leave White Sulphur Springs daily, except Sunday, at 9 a. m.; arrive at Dublin next days by 3 p. m.

From 1st October to 1st June.

Leave Dublin Monday, Wednesday, and Friday at 6 a. m.; arrive at White Sulphur Springs next days by 7 p. m.

Leave White Sulphur Springs Monday, Wednesday, and Friday at 6 a. m.; arrive at Dublin next days by 7 p. m.

ROUTE No. 4330.

From Poplar Hill to Mechanicsburg, 13 miles, and back, twice a week.

Bidders' names.	Sum per annum.
R. K. Stafford.....	\$150 00.
Hiram Whalen.....	110 00, schedule reversed.
Morton & Mitchell.....	110 00, schedule reversed.
James P. Cortis.....	109 50, schedule reversed.
John Martin.....	105 00.
W. G. Mustard.....	95 00. <i>Accepted April 25, 1859.</i>

Contract made with W. G. Mustard, dated April 25, 1859, at \$95 per annum.

Leave Poplar Hill Tuesday and Saturday at 1 p. m.; arrive at Mechanicsburg by 5 p. m.

Leave Mechanicsburg Tuesday and Saturday at 8 a. m.; arrive at Poplar Hill by 12 m.

ROUTE No. 4331.

From Pearisburg to Tazewell C. H., 62 miles, and back, twice a week.

Bidders' names.	Sum per annum.
George W. Goodall.....	\$1,650 00, ^{ooo} , for this, and 4320, 68 and 72. (Illegal.)
George H. Walker.....	999 00.
James H. Morton.....	900 00.
Estel Bailey.....	849 00.
John Stoops.....	800 00.
Daugherty & Baylor.....	800 00, ^{ooo} .
Lucas & Locke.....	800 00, ^{ooo} .
John T. Carr.....	735 00.
P. & H. R. Fizz.....	700 00.
Davis Calfee.....	673 00.
Benjamin Mills.....	699 95.
Samuel Thomas.....	695 00.
John H. Walker.....	575 00, ^{ooo} . <i>Accepted April 25, 1859.</i>

Contract made with John H. Walker, dated April 25, 1859, at \$575 per annum.

Leave Pearisburg Monday and Thursday at 6 a. m.; arrive at Tazewell C. H. next days by 6 p. m.

Leave Tazewell C. H. Tuesday and Saturday at 6 a. m.; arrive at Pearisburg next days by 6 p. m.

ROUTE No. 4332.

From Peterstown to Union, 24½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$273.
W. C. Cart.....	150, schedule proposed for this and 4333 and 4338.
L. & W. H. Broyles.....	130.
George W. Pugh.....	125. <i>Accepted April 25, 1859.</i>

Contract made with George W. Pugh, dated April 25, 1859, at \$125 per annum.

Leave Peterstown Wednesday at 8 a. m.; arrive at Union by 5 p. m.

Leave Union Thursday at 7 a. m.; arrive at Peterstown by 4 p. m.

ROUTE No. 4333.

From Peterstown to Princeton, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$281.
Samuel Thomas.....	200.
Benjamin Mills.....	199.
David Calfee.....	173.
W. C. Cart.....	150, schedule proposed for this, 4332, and 4338.
George W. Pugh.....	140.
L. & W. H. Broyles.....	120. <i>Accepted April 25, 1859.</i>
William G. Heptinstall.....	150, see period, 1858 to 1859.

Contract made with L. and W. H. Broyles, dated April 25, 1859, at \$120 per annum.
 Leave Peterstown Wednesday at 8 a. m.; arrive at Princeton by 6 p. m.
 Leave Princeton Tuesday at 8 a. m.; arrive at Peterstown by 6 p. m.

ROUTE No. 4334.

From Union to Egypt, 19 miles, and back, once a week.

Bidders' names.	Sum per annum.
Augustus Gwinn	\$165.
Finley & Adams	195.
Edward L. Shanklin	110.
Jesse Jones	102. <i>Accepted April 25, 1859.</i>

Contract made with Jesse Jones, dated April 25, 1859, at \$102 per annum.
 Leave Union Tuesday at 1 p. m.; arrive at Egypt by 7 p. m.
 Leave Egypt Tuesday at 6 a. m.; arrive at Union by 12 m.

ROUTE No. 4335.

From Union to Sweet Springs, 20 miles, and back, three times a week from June 15 to September 15, and once a week the residue of the year.

Bidders' names.	Sum per annum.
Jonathan McGuire	\$325.
Kent, Ficklin & Peyton	200.
	100, if they get No. 4308.
S. M. Wallace	174.
Edward L. Shanklin	150. <i>Accepted April 25, 1859.</i>

Contract made with Edward L. Shanklin, dated April 25, 1859, at \$150 per annum.

From June 15 to September 15.

Leave Union Monday, Wednesday, and Friday, at 6 a. m.; arrive at Sweet Springs by 12 m.

Leave Sweet Springs Monday, Wednesday, and Friday, at 1 p. m.; arrive at Union by 7 p. m.

From September 15 to June 15.

Leave Union Saturday at 1 p. m.; arrive at Sweet Springs by 7 p. m.

Leave Sweet Springs Saturday at 6 a. m.; arrive at Union by 12 m.

ROUTE No. 4336.

From Mechanicsburg to Croftsville, 46 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Stoops	\$300 00.
John M. Stowers	269 00.
Morton & Mitchell	260 00.
James P. Cortis	259 50.
Hiram Whalen	250 00. No certificate.
E. H. Harman	225 00.
Samuel T. Gibson	220 00. <i>Accepted April 25, 1859.</i>

Contract made with Samuel T. Gibson, dated April 25, 1859, at \$220 per annum.
 Leave Mechanicsburg Wednesday at 10 a. m.; arrive at Croftsville next day by 12 m.
 Leave Croftsville Thursday at 1 p. m.; arrive at Mechanicsburg next day by 2 p. m.

ROUTE No. 4337.

From Newbern to Reed Island, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Stoops	\$150.
James Lane, (after time)	450. (Received April 18, 1859.)
(Not let.)	

ROUTE No. 4338.

From Reed Island to Dug Spur, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$270.
Eden Harris.....	225.
John Stoops.....	200.
Newton Wheeler.....	160.
John W. Thompson.....	150.
R. A. & A. C. Calfee.....	104.
Henry Calfee.....	100.
(Not let.)	

ROUTE No. 4339.

From Jackson's Ferry to Reed Island, 7 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Stoops.....	\$100.
John W. Thompson.....	49.
Henry Calfee.....	44.
R. A. & C. H. Calfee.....	34. <i>Accepted April 25, 1859.</i>

Contract made with R. A. & C. H. Calfee, dated April 25, 1859, at \$34 per annum.

Leave Jackson's Ferry Saturday at 9½ a. m.; arrive at Reed Island by 12 m.

Leave Reed Island Saturday at 6½ a. m.; arrive at Jackson's Ferry by 9 a. m.

ROUTE No. 4340.

From Mack's Meadows to Reed Island, 16 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John Stoops.....	\$200.
Newton Wheeler.....	160.
Henry Calfee.....	104.
R. A. & C. H. Calfee.....	99. <i>Accepted April 25, 1859.</i>

Contract made with R. A. & C. H. Calfee, dated April 25, 1859, at \$99 per annum.

Leave Mack's Meadows Wednesday and Saturday at 1 p. m.; arrive at Reed Island by 6 p. m.

Leave Reed Island Wednesday and Saturday at 7 a. m.; arrive at Mack's Meadows by 12 m.

ROUTE No. 4341.

From Graham's Forge to Draper's Valley, 5 miles, and back, twice a week.

Bidder's name.	Sum per annum.
John Stoops.....	\$125.
(Not let.)	

ROUTE No. 4342.

From Wytheville to Independence, 33 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Wm. R. Dickey.....	\$1,290, two-horse coaches, three times a week 998, two-horse coaches.
James Patton.....	525.
Levi Umbarger.....	473, three times a week.
Squire Trivett.....	470.
John Stoops.....	400.
Levi Umbarger.....	345. No certificate.
J. P. Dickinson.....	448, three times a week.
	340, <i>Accepted April 25, 1859.</i>

Contract made with J. P. Dickinson, dated April 25, 1859, at \$340 per annum.

Leave Wytheville Monday and Thursday at 6 a. m.; arrive at Independence by 6 p. m.

Leave Independence Tuesday and Friday at 6 a. m.; arrive at Wytheville by 6 p. m.

ROUTE No. 4343.

From Wytheville to Tazewell C. H., 45 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Dunn & Cox.....	\$1,975, four-horse coach.
Daugherty & Baylor.....	1,350, four-horse coach.
Dunn & Cox.....	1,210.
Daniel W. Aker.....	1,179, two-horse hack.
Daugherty & Baylor.....	1,150, four-horse coach from May 1 to October 1, residue of year 000.
Thomas Shannon.....	974, 000.
Thomas M. Ride.....	936, 000.
Isaac B. Dunn.....	925, two-horse coach.
D. C. & G. R. R. Dunn.....	900, two-horse coach.
Isaac B. Dunn.....	625, 000. <i>Accepted April 25, 1859.</i>
D. C. & G. R. R. Dunn.....	675, 000.
Daugherty & Baylor.....	800, 000.
	900, two-horse coach.
Jones Mahood.....	750.

Contract made with Isaac B. Dunn, dated April 25, 1859, at \$625 per annum.

Leave Wytheville Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Tazewell C. H. by 8 p. m.

Leave Tazewell C. H. Monday, Wednesday, and Friday, at 6 a. m.; arrive at Wytheville by 8 p. m.

ROUTE No. 4344.

From Wytheville to Grayson C. H., 33 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Vaughan & Lundy.....	\$699.
Finley & Adams.....	587.
G. W. Atkins.....	416.
John Stoops.....	400.
John C. Murphy.....	375.
Levi Umbarger.....	345. No certificate.
John A. Foster.....	343.
William Aker.....	340. No guaranty.
J. P. Dickenson.....	338.
Lacey Austin.....	329.
Samuel Wilkinson.....	293. <i>Accepted April 25, 1859.</i>

Contract made with Samuel Wilkinson, dated April 25, 1859, at \$293 per annum.

Leave Wytheville Wednesday and Saturday at 6 a. m.; arrive at Grayson C. H. by 5 p. m.

Leave Grayson C. H. Tuesday and Friday at 6 a. m.; arrive at Wytheville by 5 p. m.

ROUTE No. 4345.

From Princeton to Wytheville, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$587.
John Stoops.....	300.
Worden Stowers.....	247.
Micajah Baily.....	200. <i>Accepted April 25, 1859.</i>

Contract made with Micajah Baily, dated April 25, 1859, at \$200 per annum.

Leave Princeton Monday at 6 a. m.; arrive at Wytheville next day by 12 m.

Leave Wytheville Tuesday at 1 p. m.; arrive at Princeton next day by 6 p. m.

ROUTE No. 4346.

From Princeton to Oceana, 54 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$672.
John Stoops.....	300.
Austin Cooper.....	249.
Wm. N. Cook.....	239. <i>Accepted April 25, 1859.</i>

Contract made with Wm. N. Cook, dated April 25, 1859, at \$239 per annum.
 Leave Princeton Friday at 7 a. m.; arrive at Oceana next day by 6 p. m.
 Leave Oceana Wednesday at 7 a. m.; arrive at Princeton next day by 6 p. m.

ROUTE No. 4347.

From Princeton to Shady Springs, 34 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$271 00.
John Stoops.....	200 00.
Davis Calfee.....	173 00.
Martin Swinney.....	159 00, schedule proposed.
Sylvester Thompson.....	134 60. <i>Accepted April 25, 1859.</i>

Contract made with Sylvester Thompson, dated April 25, 1859, at \$134 60 per annum.
 Leave Princeton Friday at 6 a. m.; arrive at Shady Springs by 6 p. m.
 Leave Shady Springs Saturday at 6 a. m.; arrive at Princeton by 6 p. m.

ROUTE No. 4348.

From Princeton to Pack's Ferry, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$271.
John Stoops.....	200.
Samuel Thomas.....	200.
W. C. Cart.....	200, schedule proposed.
Davis Calfee.....	173.
L. & W. H. Broyles.....	139.
Sylvester Thompson.....	134. <i>Accepted April 25, 1859.</i>
W. G. Hempinstall.....	125, informal.

Contract made with Sylvester Thompson, dated April 25, 1859, at \$134 per annum.
 Leave Princeton Thursday at 7 a. m.; arrive at Pack's Ferry by 7 p. m.
 Leave Pack's Ferry Friday at 6 a. m.; arrive at Princeton by 6 p. m.

ROUTE No. 4349.

From Sharon to Bradford, 31½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$272.
James Mahood.....	200.
John Stoops.....	200.
Geo. Hudson.....	150.
P. C. Buchanan.....	104, schedule.
(Not let.)	

ROUTE No. 4350.

From Grayson to Mount Airy, N. C., 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Vaughan & Lundy.....	\$419.
Finley & Adams.....	287.
Mordecai Fleming.....	246.
Thomas S. Fulks.....	210, informal.
George W. Atkins.....	210.
John Stoops.....	200.
H. B. Brown.....	193, ⁰⁰⁰ , horse.
J. P. Dickenson.....	149, ⁰⁰⁰ .
Churchwell O. Lundy.....	146.
Lacy Austin.....	139.
(Not let.)	

ROUTE No. 4351.

From Grayson to Judesville, 23 miles, and back, once a week.

Bidders' names.	Sum per annum.
Vaughan & Lundy.....	\$399.
Finley & Atkins.....	267.
George W. Atkins.....	208.
John Stoops.....	200.
J. P. Dickenson.....	146, ⁰⁰⁰ .
Churchwell O. Lundy.....	128. <i>Accepted April 25, 1859.</i>

Contract made with Churchwell O. Lundy, dated April 25, 1859, at \$128 per annum.

Leave Grayson C. H. Thursday at 8 a. m.; arrive at Judesville by 5 p. m.

Leave Judesville Friday at 8 a. m.; arrive at Grayson C. H. by 5 p. m.

ROUTE No. 4352.

From Grayson C. H. to Jefferson, 48 miles, and back, once a week.

Bidders' names.	Sum per annum.
Vaughan & Lundy.....	\$599 00.
Finley & Adams.....	567 00.
Geo. W. Atkins.....	312 00.
William R. Dickey.....	308 00, schedule changed.
John Stoops.....	300 00.
J. P. Dickenson.....	275 00, ⁰⁰⁰
A. Hawthorn.....	270 00.
Geo. A. P. Nye.....	239 75.
George Nye.....	233 40.
Squire Trivett.....	213 00. <i>Accepted April 25, 1859.</i>

Contract made with Squire Trivett, dated April 25, 1859, at \$213 per annum.

Leave Grayson C. H. Monday at 6 a. m.; arrive at Jefferson next day by 12 m.

Leave Jefferson Tuesday at 1 p. m.; arrive at Grayson C. H. next day by 7 p. m.

ROUTE No. 4353.

From Grayson C. H. to Independence, 17 miles, and back, once a week.

Bidders' names.	Sum per annum.
John W. Vaughan.....	\$200 00.
Finley & Adams.....	173 00.
John Stoops.....	120 00.
George W. Atkins.....	104 00.
J. P. Dickenson.....	98 00, ⁰⁰⁰
Churchwell O. Lundy.....	96 00.
Lacy Austin.....	95 00.
W. R. Dickey.....	89 00, schedule reversed.
Samuel Wilkinson.....	89 00.
Wade Hampton.....	77 99.
Squire Trivett.....	77 00. <i>Accepted April 25, 1859.</i>

Contract made with Squire Trivett, dated April 25, 1859, at \$77 per annum.

Leave Grayson C. H. Wednesday at 6 a. m.; arrive at Independence by 12 m.

Leave Independence Wednesday at 1 p. m.; arrive at Grayson C. H. by 7 p. m.

ROUTE No. 4354.

From Grayson C. H. to Marion, 42½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Vaughan & Lundy.....	\$599.
Finley & Adams.....	487.
Squire Trivett.....	296.
John Stoops.....	275.
Samuel Wilkinson.....	274.
Geo. W. Atkins.....	250.
John A. Foster.....	247.
J. P. Dickenson.....	167, 000. <i>Accepted April 25, 1859.</i>

Contract made with J. P. Dickenson, dated April 25, 1859, at \$167 per annum.

Leave Grayson C. H. Thursday at 9 a. m.; arrive at Marion next day by 12 m.

Leave Marion Wednesday at 6 a. m.; arrive at Grayson C. H. next day by 8 a. m.

ROUTE No. 4355.

From Hillsville to Grayson C. H., 19 miles, and back, once a week.

Bidders' names.	Sum per annum.
Vaughan & Lundy.....	\$393.
Finley & Adams.....	193.
John Stoops.....	120.
George W. Atkins.....	112.
John A. Foster.....	103.
A. P. Dickenson.....	98, 000
Samuel Wilkinson.....	94.
C. C. Worrell.....	92.

(Not let.)

ROUTE No. 4356.

From Marion to Mouth of Wilson, 31 miles, and back, once a week.

Bidders' names.	Sum per annum.
Vaughan & Lundy.....	\$519.
Finley & Adams.....	287.
Wm. R. Dickey.....	274.
Squire Trivett.....	186.
Wilborn Ross.....	175, schedule reversed.
Fields J. McMillan.....	154, schedule reversed.
William P. Bell.....	100. <i>Accepted April 25, 1859.</i>

Contract made with William P. Bell, dated April 25, 1859, at \$100 per annum.

Leave Marion Friday at 6 a. m.; arrive at Mouth of Wilson by 6 p. m.

Leave Mouth of Wilson Saturday at 6 a. m.; arrive at Marion by 6 p. m.

ROUTE No. 4357.

From Chatham Hill to Marion, 12 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$247.
John Stoops.....	200.
P. C. Buchanan, jr.....	90.
John G. Sexton.....	87. <i>Accepted April 25, 1859, and extend to Olympia, at pro rata pay for 5½ miles increase, amounting to \$40 per annum, making whole pay \$127.</i>

Contract made with John G. Sexton, dated April 25, 1859, at \$127 per annum.

Leave Olympia Wednesday and Saturday at 6 a. m.; arrive at Marion by 10 a. m.

Leave Marion Wednesday and Saturday at 11 a. m.; arrive at Olympia by 4½ p. m.

Leave Olympia Wednesday and Saturday at 4¾ p. m.; arrive at Chatham Hill by 6½ p. m.

ROUTE No. 4358.

From Love's Mills to Hilton, 24 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$271 00.
Adam Musser	150 00, one guarantor and no certificate.
Jackson Blevins	144 00, Jefferson to Lowe's Mills.
Reuben Peffers	109 00.
H. B. Brown	103 00, horse, 000.
David Sheets	96 75.

(Not let.)

ROUTE No. 4359.

From Abingdon to Rye Valley, 42 miles, and back, once a week.

Bidders' names.	Sum per annum.
D. C. & G. R. R. Dunn	\$300.
Christopher S. Catron.....	295, 000
Adam Musser	262.
Reuben Peffers	249.
John E. Harris	239.
James Edmondson.....	219.
Daniel Neel.....	197.
Isaac B. Dunn	195. <i>Accepted April 25, 1859.</i>

Contract made with Isaac B. Dunn, dated April 25, 1859, at \$195 per annum.

Leave Abingdon Friday at 4 a. m.; arrive at Rye Valley by 8 p. m.

Leave Rye Valley Saturday at 5 a. m.; arrive at Abingdon by 8 p. m.

ROUTE No. 4360.

From Abingdon to Tazewell C. H., 44 miles, and back, once a week.

Bidders' names.	Sum per annum.
Christopher S. Catron.....	\$495, 000.
D. C. & G. R. R. Dunn.....	450, 000.
Adam Musser	275.
Isaac B. Dunn	235. <i>Accepted April 25, 1859.</i>
John P. Starritt	160, commence at Saltville ; no guarantors.

Contract made with Isaac B. Dunn, dated April 25, 1859, at \$235 per annum.

Leave Abingdon Monday at 7 a. m.; arrive at Tazewell C. H. next day by 10 a. m.

Leave Tazewell C. H. Tuesday at 12 m.; arrive at Abingdon next day by 5 p. m.

ROUTE No. 4361.

From Abingdon to Cumberland Gap, Tenn., 114 miles, and back, every other day.

Bids for six times a week service invited. Bids invited to commence at Bristol, Tenn., instead of Abingdon, and to carry a once-a-week mail from Abingdon, by Clear Branch, Buffalo Pond, and Three Springs, to Morell's Mill, and back.

Bidders' names.	Sum per annum.
Jehiel Fugate.....	\$18,000, four-horse coach.
D. C. & G. R. R. Dunn	10,990, four-horse coach, six times a week.
Jehiel Fugate.....	10,000, four-horse coach.
Sesler & Fagg.....	9,888, four-horse coach.
	5,983, two-horse coach.
	3,543, 000.
D. C. & G. R. R. Dunn	6,985, six times a week ; three times a week, four-horse coach ; three times a week, 000.
Dunn & Cox.....	6,800, four-horse coach ; commence at Bristol, Tenn.

Bidders' names.	Sum per annum.
Isaac B. Dunn	\$4,975, four-horse coach, three times a week. 5,750, four-horse coach. 11,350, four-horse coach, daily. 4,199, four-horse coach, three times a week; com- mence at Bristol. 5,195, four-horse coach.
H. P. Hunnicutt	4,000. 4,500, two-horse coach. 5,550, four-horse coach; deduct <i>pro rata</i> to end at Bristol.
G. R. McClellan	3,800, *** , commence at Bristol.
Daugherty & Baylor	2,500, *** . <i>Accepted April 25, 1859.</i>
Wm. F. Edmonds	2,250, 2,250, commence at Bristol. 2,950, six times a week.
John T. Jackson	273, Abingdon to Morell's Mills, once a week.

Contract made with Daugherty & Baylor, dated April 25, 1829, at \$2,500 per annum.

Leave Abingdon every other day at 7 p. m.; arrive at Cumberland Gap every second day by 7 p. m.

Leave Cumberland Gap every other day at 7 p. m.; arrive at Abingdon every second day by 7 p. m.

ROUTE No. 4362.

From Abingdon to Virginia and Tennessee Railroad Depot, $\frac{3}{4}$ mile, and back, twice daily, or as often as necessary to connect with each train of cars.

Bidders' names.	Sum per annum.
Isaac B. Dunn	\$395, *** .
G. R. R. Dunn	280, *** . <i>Accepted April 25, 1859.</i>

Contract made with G. R. R. Dunn, dated April 25, 1859, at \$280 per annum. Schedule to be adjusted by postmasters.

ROUTE No. 4363.

From Abingdon to Estillville, 41 $\frac{1}{2}$ miles, and back, once a week.

Bidders' names.	Sum per annum.
John Brannon	\$1,500, six times a week, <i>via</i> Holston. 800, three and a half times a week.
D. C. & G. R. R. Dunn	500.
Christopher S. Catron	475.
John Brannon	250.
Henry Lawson	249.
David Harris	248.
John A. Mann	220.
Isaac B. Dunn	194.
C. B. Smith	189. <i>Accepted April 25, 1859.</i>

Contract made with C. B. Smith, dated April 25, 1859, at \$189 per annum.

Leave Abingdon Saturday at 6 a. m.; arrive at Estillville by 8 p. m.

Leave Estillville Friday at 6 a. m.; arrive at Abingdon by 8 p. m.

ROUTE No. 4364.

From Abingdon to Lebanon, 22 miles, and back, three times a week. Proposals to extend from Lebanon to Tazewell C. H. (over route 4368) invited.

Bidders' names.	Sum per annum.
Dunn & Cox	\$1,910, four-horse coach.
Daugherty & Baylor	1,300, *** , extend to Tazewell C. H.
Dunn & Cox	975, two-horse hack.

Bidders' names.	Sum per annum.
Daugherty & Baylor -----	500, two-horse coach.
D. C. & G. R. R. Dunn -----	473, two-horse hack.
	350, 000.
Isaac B. Dunn -----	910, two-horse coach, extend to Tazewell C. H. <i>Accepted April 25, 1859.</i>
	345, two-horse coach.

Contract made with Isaac B. Dunn, dated April 25, 1859, at \$910 per annum—end at Tazewell C. H.

Leave Abingdon Monday, Wednesday, and Friday at 7 a. m.; arrive at Tazewell C. H. next days by 11 p. m.

Leave Tazewell C. H. Monday, Wednesday, and Friday at 7 a. m.; arrive at Abingdon next days by 11 p. m.

ROUTE No. 4365.

From Abingdon to Whitley Fullon's, 19 miles, and back, once a week.

Bidders' names.	Sum per annum.
D. C. & G. R. R. Dunn -----	\$350.
Isaac B. Dunn -----	135.
(Not let.)	

ROUTE No. 4366.

From Hansonville to Rock Farm, 18 miles, and back, once a week.

Bidders' name.	Sum per annum.
Lorenzo D. Vaughan -----	\$95.
Nelson H. Fraley -----	90. <i>Accepted April 25, 1859.</i>

Contract made with Nelson H. Fraley, dated April 25, 1859, at \$90 per annum.

Leave Hansonville Saturday at 1 p. m.; arrive at Rock Farm by 7 p. m.

Leave Rock Farm Saturday at 6 a. m.; arrive at Hansonville by 12 m.

ROUTE No. 4367.

From Willow Spring to Quillinsville, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
Henry Lawson -----	\$79, schedule reversed.
Uriah Fugate -----	69, schedule reversed.
Isaac B. Fugate -----	52.
(Not let.)	

ROUTE No. 4368.

From Tazewell C. H. to Lebanon, 37 miles, and back, twice a week.

Bidders' names.	Sum per annum.
George W. Goodall -----	\$1, 650 for this, 4320, 4321, and 4372.
Dunn & Cox -----	1, 375, two-horse hack, three times a week.
J. W. Haymaker -----	1, 000.
Lorenzo D. Vaughan -----	810.
Daugherty & Baylor -----	800, 000.
Dunn & Cox -----	745.
Samuel H. Montgomery -----	694.
Granville Bailey -----	649.
James Cooke -----	419.

(Not let.)

ROUTE No. 4369.

From Tazewell C. H. to New Garden, 32 miles, and back, once a week. Proposals invited to extend to Lebanon.

Bidders' names.	Sum per annum.
Wm. Stinson	\$300, extend to Lebanon. <i>Accepted April 25, 1859.</i>
James Cooke	249.

Contract made with William Stinson, dated April 25, 1859, at \$300 per annum.
 Leave Tazewell C. H. Thursday at 7 a. m.; arrive at New Garden by 7 p. m.
 Leave New Garden Wednesday at 7 a. m.; arrive at Tazewell C. H. by 7 p. m.
 Leave New Garden Tuesday at 8 a. m.; arrive at Lebanon by 12 m.
 Leave Lebanon Tuesday at 1 p. m.; arrive at New Garden by 5 p. m.

ROUTE No. 4370.

From Tazewell C. H. to Oceana, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$687.
Wm. F. Brown	500.
John Canterbury	350.
	285.
R. T. Lusk	250.
Ann E. Shannon	249.
James Cooke	247. <i>Accepted April 25, 1859.</i>

Contract made with James Cooke, dated April 25, 1859, at \$247 per annum.
 Leave Tazewell C. H. Thursday at 6 a. m.; arrive at Oceana next day by 6 p. m.
 Leave Oceana Saturday at 6 a. m.; arrive at Tazewell C. H. next day by 6 p. m.

ROUTE No. 4371.

From Tazewell C. H. to Peeryville, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$273 00.
James Cooke	249 00.
Parian Collins	198 00, from Baptist valley; schedule proposed.
Robert Maxwell	160 00, from Baptist valley.
Parian Collins	149 75, from Baptist valley.
(After time.)	
G. W. Payne	167 50. (Received April 4, 1859;) ruled to be mailed in time. <i>Accepted April 25, 1859.</i>

Contract made with G. W. Payne, dated April 25, 1859, at \$167 50 per annum.
 Leave Tazewell C. H. Friday at 6 a. m.; arrive at Peeryville by 6 p. m.
 Leave Peeryville Saturday at 6 a. m.; arrive at Tazewell C. H. by 6 p. m.

ROUTE No. 4372.

From Lebanon to Pattonville, 51 miles, and back, twice a week.

Bidders' names.	Sum per annum.
G. W. Goodall	\$1,650, 000, for this, 4368, 4331, and 4320.
D. C. & G. R. R. Dunn	1,200.
Daugherty & Baylor	900. 000.
N. B. Bailey	849.
Lorenzo D. Vaughan	795.
Samuel H. Montgomery	747. <i>Accepted, April 25, 1859, and services reduced to once a week, and pay to \$374 per annum.</i>
Charles B. Smith	600, commence at Osborn's Ford.

Contract made with Samuel H. Montgomery, dated April 25, 1859, at \$374 per annum.
 Leave Lebanon Friday at 6 a. m.; arrive at Pattonville next day by 12 m.
 Leave Pattonville Saturday at 1 p. m.; arrive at Lebanon next day by 7 p. m.

ROUTE No. 4373.

From Lebanon to Grundy, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. Stinson	\$400.
E. J. Culbertson	390.
(After time)	
Daniel Matney	387. (Received April 4, 1859.)
(Not let.)	

ROUTE No. 4374.

From Lebanon to Wise C. H., 40 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Morgan T. Lipps	\$900. 000.
Ira Baker	674.
Martin V. Gilliam	648.
R. P. Dickinson	550.
Jonas Powers	495. No guaranty.
E. J. Culbertson	470. Accepted April 25, 1859, and service reduced to once a week and pay to \$235.

Contract made with E. J. Culbertson, dated April 25, 1859, at \$235 per annum.
 Leave Lebanon Monday at 6 a. m.; arrive at Wise C. H. next day by 11 a. m.
 Leave Wise C. H. Tuesday at 2 p. m.; arrive at Lebanon next day by 6 p. m.

ROUTE No. 4375.

From Estillville to Kingsport, 9½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$287.
Henry S. Kane	200.
John A. Mann	200.
Wm. P. Page	197.
Henry Lawson	169.
D. Harris	147.
C. B. Smith	143.
Robert L. Williams	132. Accepted April 25, 1859.

Contract made with Robert L. Williams, dated April 25, 1859, at \$132 per annum.
 Leave Estillville Monday, Wednesday, and Friday at 8½ a. m.; arrive at Kingsport by 11 a. m.
 Leave Kingsport Monday, Wednesday, and Friday at 12 m.; arrive at Estillville by 2½ p. m.

ROUTE No. 4376.

From Estillville to Grassy Creek, 19 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$190 00.
John A. Mann	120 00.
Samuel L. Harris	119 00.
Henry S. Kane	98 00.
Holdway & McConnell	90 00.
C. B. Smith	87 00.
Henry Lawson	79 00.
M. B. Quillen	75 00.
Robert L. Williams	74 95. Accepted April 25, 1859.

Contract made with Robert L. Williams, dated April 25, 1859, at \$75 per annum.
 Leave Estillville Tuesday at 6 a. m.; arrive at Grassy Creek by 12 m.
 Leave Grassy Creek Tuesday at 1 p. m.; arrive at Estillville by 7 p. m.

ROUTE No. 4377.

From Estillville to Stony Creek, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$145.
David Harris.....	123.
John A. Mann.....	117.
Holdway & McConnell.....	109.
John D. Fugate.....	99.
Henry S. Kane.....	98.
C. B. Smith.....	87.
Robert L. Williams.....	82. <i>Accepted April 25, 1859.</i>

Contract made with Robert L. Williams, dated April 25, 1859, at \$82 per annum.
 Leave Estillville Monday at 8 a. m.; arrive at Stony Creek by 12 m.
 Leave Stony Creek Monday at 1 p. m.; arrive at Estillville by 5 p. m.

ROUTE No. 4378.

From Jonesville to Tazewell, Tennessee, 34 miles, and back, once a week.

Bidders' names.	Sum per annum.
Sesler & Fagg.....	\$423.
Finley & Adams.....	293.
Charles Anderson.....	190.
James Garrett.....	190. <i>Accepted April 25, 1859.</i>

Contract made with James Garrett, dated April 25, 1859, at \$190 per annum.
 Leave Jonesville Wednesday at 7 a. m.; arrive at Tazewell by 7 p. m.
 Leave Tazewell Thursday at 7 a. m.; arrive at Jonesville by 7 p. m.

ROUTE No. 4379.

From Jonesville to Turkey Cove, 20 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$297.
James Garrett.....	169. <i>Accepted April 25, 1859.</i>

Contract made with James Garrett, dated April 25, 1859, at \$169 per annum.
 Leave Jonesville Monday and Friday at 1 p. m.; arrive at Turkey Cove by 7 p. m.
 Leave Turkey Cove Monday and Friday at 6 a. m.; arrive at Jonesville by 12 m.

ROUTE No. 4380.

From Turkey Cove to Wise Court-House, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph H. Staddard.....	\$300 00.
Bird Franklin.....	295 50.
Ira Baker.....	295 00.
Finley & Adams.....	271 00.
James Garrett.....	189 00. <i>Accepted April 25, 1859.</i>

Contract made with James Garrett, dated April 25, 1859, at \$189 per annum.
 Leave Turkey Cove Tuesday at 7 a. m.; arrive at Wise Court-House by 5 p. m.
 Leave Wise Court-House Wednesday at 7 a. m.; arrive at Turkey Cove by 5 p. m.

ROUTE No. 4381.

From Richmond to Selma, $197\frac{85}{100}$ miles, and back, daily, to Staunton, and daily the residue, except Sundays, from June 1 to September 30, and tri-weekly from October 1 to May 31.

Service performed daily to Staunton, and daily the residue, except Sundays, from June 1 to September 30, and tri-weekly, from October 1 to May 31, by the Virginia Central Railroad Company, at \$17,466 67 per annum.

ROUTE No. 4382.

From Selma to Lewisburg, 40 miles, and back, six times a week from June 1 to September 30, and three times a week the residue of the year.

Bidders' names.	Sum per annum.
Dunn & Cox.....	\$3,933, four-horse coach. Withdrawn bid.
Kent, Ficklin, & Peyton.....	3,400, four-horse coach.
H. M. Bell.....	2,470, four-horse coach. <i>Accepted April 25, 1859.</i>
	4,000, four-horse coach daily.

Contract made with H. M. Bell, dated April 25, 1859, at \$2,470 per annum.

From June 1 to September 30.

Leave Selma daily, except Sunday, at 6½ p. m. ; arrive at Callaghan's by 11 p. m.

Leave Callaghan's daily, except Monday, at 4 a. m. ; arrive at Lewisburg by 10 a. m.

Leave Lewisburg daily, except Sunday, at 5 p. m. ; arrive at White Sulphur Springs by 7½ p. m.

Leave White Sulphur Springs daily, except Sunday, at 4 a. m. ; arrive at Selma by 2 p. m.

From October 1 to May 31.

Leave Selma Monday, Wednesday, and Friday at 6½ p. m. ; arrive at Lewisburg next days by 10 a. m.

Leave Lewisburg Monday, Wednesday, and Friday at 5 p. m. ; arrive at Selma next days by 2 p. m.

ROUTE No. 4383.

From Lewisburg to Kanawha Court-House, 100½ miles, and back, with the privilege of running by Blue Sulphur Springs in place of Clintonville, from June 1 to October 1, provided Clintonville is furnished a semi-weekly horse mail from Lewisburg.

Bidders' names.	Sum per annum.
Kent, Ficklin & Peyton.....	\$6,970, four-horse coach.
Asher W. Harman.....	6,470, four-horse coach.
Phineas Burke.....	3,800, four-horse coach. <i>Accepted April 25, 1859.</i>
	3,490, two-horse coach.

Contract made with Phineas Burke, dated April 25, 1859, at \$3,800 per annum.

Leave Lewisburg Tuesday, Thursday, and Saturday at 11 a. m. ; arrive at Kanawha Court-House next days by 7 p. m.

Leave Kanawha Court-House Sunday, Tuesday, and Thursday at 4 a. m. ; arrive at Lewisburg next days by 3 p. m.

ROUTE No. 4384.

From Kanawha Court-House to Point Pleasant, 56 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Andrew Stuart.....	\$1,990, 000.
H. M. Bell.....	1,970, 000.
W. A. Galbraith.....	1,700, coaches with privilege of spring wagons.
	1,700, coach, buggy, or sulky.
H. S. French.....	1,693.
Carey & Franklin.....	1,600.
John T. Harbour.....	1,600.
Thomas Burke.....	1,590, two-horse coach.
Robert B. Hackney.....	1,500, two-horse buggy.
William Lynch.....	1,125, 000. <i>Accepted April 25, 1859.</i>
Robert B. Hackney.....	1,000.

Contract made with William Lynch, dated April 25, 1859, at \$1,125 per annum.

Leave Kanawha Court-House Monday, Thursday, and Saturday at 5 a. m. ; arrive at Point Pleasant by 7 p. m.

Leave Point Pleasant Monday, Wednesday, and Saturday at 5 a. m. ; arrive at Kanawha Court-House by 7 p. m.

ROUTE No. 4385.

From Kanawha Court-House to Guyandotte, 48 miles, and back, three times a week.

Bidders' names.	Sum per annum.
H. M. Bell.....	\$3,900, four-horse coach.
Samuel L. Grosvener.....	1,972, 000.

Bidders' names.	Sum per annum.
H. M. Bell.....	\$1,970, 000.
C. H. Summerson.....	1,950.
David Kirkpatrick.....	1,940, 000.
Henry H. Miller.....	1,775, 000.
Thomas Burke.....	1,690, 000.
Andrew Stuart.....	1,590, 000.
Matthew Thompson.....	1,400.
John A. Galbraith.....	1,392, coach, with privilege of wagon or buggy.
John T. Harbour.....	1,200.
William Lynch.....	1,025, 000. <i>Accepted April 25, 1859.</i>

Contract made with William Lynch, dated April 25, 1859, at \$1,025 per annum.

Leave Kanawha Court-House Monday, Thursday, and Saturday at 6 a. m.; arrive at Guyandotte by 6 p. m.

Leave Guyandotte Monday, Wednesday, and Saturday at 6 a. m.; arrive at Kanawha Court-House by 6 p. m.

ROUTE No. 4386.

From Beaver Dam Depot to Applewood, 9 miles, and back, once a week.

Bidders' names.	Sum per annum.
Lancelot Partlow.....	\$146, twice a week, 000. 100, 000.
(After time.)	
Lancelot Bartlow.....	125.
(Not let.)	

ROUTE No. 4387.

From Beaver Dam Depot to Spottsylvania Court-House, 26 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Isaac Carneal.....	\$395.
R. H. McCleave.....	379.
Lancelot Partlow.....	324, 000. <i>Accepted April 25, 1859.</i>

Contract made with Lancelot Partlow, dated April 25, 1859, at \$324 per annum.

Leave Beaver Dam Depot Wednesday and Saturday at 9 a. m.; arrive at Spottsylvania Court-House by 5 p. m.

Leave Spottsylvania Court-House Tuesday and Friday at 12 m.; arrive at Beaver Dam Depot by 8 p. m.

ROUTE No. 4388.

From Frederickshall to Pemberton, 36 miles, and back, twice a week.

Bidders' names.	Sum per annum.
R. W. Elson.....	\$600.
Lancelot Partlow.....	524, 000.
M. B. Waddy.....	398, horse or sulky. <i>Accepted April 25, 1859.</i>

Contract made with M. B. Waddy, dated April 25, 1859, at \$398 per annum.

Leave Frederickshall Tuesday and Friday at 1 p. m.; arrive at Pemberton next days by 10½ a. m.

Leave Pemberton Wednesday and Saturday at 11 a. m.; arrive at Frederickshall next days by 8½ a. m.

ROUTE No. 4389.

From Tolarsville to South Anna, 12 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Lancelot Partlow.....	\$198, 000.
R. H. McCleave.....	190.
John J. Watkins.....	100.
Reuben Tate.....	96. <i>Accepted April 25, 1859, and service reduced to once a week, and pay to \$48 per annum.</i>

Contract made with Reuben Tate, dated April 25, 1859, at \$48 per annum.

Leave Tolarsville Wednesday and Saturday at ½ p. m.; arrive at South Anna by 4½ p. m.

Leave South Anna Wednesday and Saturday at 7 a. m.; arrive at Tolarsville by 11 a. m.

ROUTE No. 4390.

From Trevillian's Depot to Trevillian's Depot, equal to 24 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Lancelot Partlow	\$416, 000.
R. H. McCleave	399.
Josiah C. Sanner	350. <i>Accepted April 25, 1859.</i>
	325, see termini.

Contract made with Josiah C. Sanner, dated April 25, 1859, at \$350 per annum.

Leave Louisa C. H. Tuesday and Friday at 1 p. m.; arrive at Louisa C. H. next day by 2 p. m.

ROUTE No. 4391.

From Mechum's River to Brown's Cove, 9 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$119 00.
	219 00, twice a week.
Benjamin F. Brown	95 00.
William J. Points	90 00.
Henderson W. Slater	72 50. <i>Accepted April 25, 1859.</i>

Contract made with Henderson W. Slater, dated April 25, 1859, at \$72 50 per annum.

Leave Mechum's River Saturday at 2 p. m.; arrive at Brown's Cove by 5 p. m.

Leave Brown's Cove Saturday at 9 a. m.; arrive at Mechum's River by 12 m.

ROUTE No. 4392.

From Greenwood Depot to Scottsville, 33 miles, and back, twice a week.

Bidders' names.	Sum per annum.
R. W. Elsom	\$500.
William W. Pace	394. <i>Accepted April 25, 1859.</i>

Contract made with William W. Pace, dated April 25, 1859, at \$394 per annum.

Leave Greenwood Depot Thursday and Saturday at 1 p. m.; arrive at Scottsville by 9 p. m.

Leave Scottsville Thursday and Saturday at 4 a. m.; arrive at Greenwood Depot by 12 m.

ROUTE No. 4393.

From Afton to Livingston, 31 miles, and back, twice a week.

Bidders' names.	Sum per annum.
W. C. Carrington	\$445.
John W. Witt	360, for this and No. 4287.
Wyatt Hare	285.
G. T. Lyon	267.
George A. Bolton	230. <i>Accepted April 25, 1859.</i>

Contract made with George A. Bolton, dated April 25, 1859, at \$230 per annum.

Leave Afton Wednesday and Saturday at 2 p. m.; arrive at Livingston by 9 p. m.

Leave Livingston Wednesday and Saturday at 5 a. m.; arrive at Afton by 12 m.

ROUTE No. 4394.

From Port Republic to Waynesboro', 19 miles, and back, twice a week.

Bidders' names.	Sum per annum.
J. W. Palmer	\$373.
R. H. McCleave	299.
George Pirkey	210.
(Not let.)	

ROUTE No. 4395.

From Fishersville to Sherando, 13½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$175.
William E. Gross	90.
Miles K. Manley	75. <i>Accepted April 25, 1859.</i>

Contract made with Miles K. Manley, dated April 25, 1859, at \$75 per annum.
 Leave Fishersville Wednesday and Saturday at 1 p. m.; arrive at Sherando by 5 p. m.
 Leave Sherando Wednesday and Saturday at 8 a. m.; arrive at Fishersville by 12 m.

ROUTE No. 4396.

From Staunton to Mount Jackson, 52½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
James J. A. Trotter	\$2,500, four-horse coach. 1,975, two-horse coach. <i>Accepted April 25, 1859.</i>
Thomas Burke	2,400, four-horse coach. 1,990, two-horse coach.

Contract made with James J. A. Trotter, dated April 25, 1859, at \$1,975 per annum.
 Leave Staunton daily, except Sunday, at 3½ p. m.; arrive at Harrisonburg by 8½ p. m.
 Leave Harrisonburg daily, except Sunday, at 1 a. m.; arrive at Mount Jackson by 7 a. m.
 Leave Mount Jackson daily, except Sunday, at 2 p. m.; arrive at Harrisonburg by 8 p. m.
 Leave Harrisonburg daily, except Monday, at 1 a. m.; arrive at Staunton by 6 a. m.

ROUTE No. 4397.

From Staunton to Sangerville, 19½ miles, three times a week.

Bidders' names.	Sum per annum.
A. W. Harman	\$590.
Thomas Burke	490.
R. H. McCleave	395.
Erasmus L. Hauff	370.
George Caracofe, jr.	312.
Beniah Vint	302, 000.
Miletus G. Jones	300.
Beniah Vint	295, 000. <i>Accepted April 25, 1859; and since reduced to twice a week and pay to \$197 per annum.</i>

Contract made with Beniah Vint, dated April 25, 1859, at \$197 per annum.
 Leave Staunton Tuesday and Friday at 3½ p. m., or on arrival of mail from east; arrive at Sangerville by 8½ p. m.
 Leave Sangerville Tuesday and Friday at 9 a. m.; arrive at Staunton by 2 p. m.

ROUTE No. 4398.

From Staunton to Weston, 147 miles, and back, three times a week, with the privilege of running by Stribbling Springs during the watering season: provided a tri-weekly horse mail from Staunton is furnished to the omitted offices.

Bidders' names.	Sum per annum.
A. Poundstone	\$5,850, two-horse coach.
James J. A. Trotter	4,970, two-horse coach.
Thomas Burke	4,900, two-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with Thomas Burke, dated April 25, 1859, at \$4,900 per annum.

From April 1 to September 30.

Leave Staunton Monday, Wednesday, and Friday at 4 p. m.; arrive at Weston next Wednesday, Friday, and Monday by 3 p. m.

Leave Weston Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Staunton next Thursday, Saturday, and Tuesday by 5 a. m.

From October 1 to March 31.

Leave Staunton Monday, Wednesday, and Friday at 6 a. m.; arrive at Monterey by 7 p. m.
 Leave Monterey Tuesday, Thursday, and Saturday at 3 a. m.; arrive at Weston Wednesday, Friday, and Monday by 3 p. m.
 Leave Weston Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Monterey Wednesday, Friday, and Monday by 7 p. m.
 Leave Monterey Thursday, Saturday, and Tuesday at 4 a. m.; arrive at Staunton by 5 p. m.

ROUTE No. 4399.

From Staunton to Westview, 6 miles, and back, three times a week.

Bidder's name.	Sum per annum.
John A. Harman-----	\$219.
(Not let.)	

ROUTE No. 4400.

From Staunton to Lexington, 36 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Thomas Burke -----	\$988, 000.
John A. Harman-----	875, 000. <i>Accepted April 25, 1859.</i>
	775, 000; if he gets No. 4402.

Contract made with John A. Harman, dated April 25, 1859, at \$875 per annum.
 Leave Staunton Monday, Wednesday, and Friday at 3 p. m.; arrive at Lexington by 11½ p. m.
 Leave Lexington Tuesday, Thursday, and Saturday at 11 a. m.; arrive at Staunton by 8½ p. m.

ROUTE No. 4401.

From Staunton to Buford's, 77 miles, and back, three times a week to Pattonsburg, and six times a week the residue; with three additional weekly trips between Lexington and Pattonsburg from June 1 to September 30.

Bidders' names.	Sum per annum.
John A. Harman & Wm. H. Peyton	\$4,490, four-horse coach from July 1. <i>Accepted June 8, 1859.</i>

(After time.)
 Kinkaid & Tanquary----- 2,000.
 1,500, three times a week.

Contract made with Harman & Peyton, dated June 8, 1859, at \$4,490 per annum.
 Leave Staunton Tuesday, Thursday, and Saturday at 3 p. m.; arrive at Lexington by 11½ p. m.
 Leave Lexington daily, except Sunday, from June 1 to September 30, and Tuesday, Thursday, and Saturday, from October 1 to May 31, at 2½ a. m.; arrive at Pattonsburg by 7½ a. m.
 Leave Pattonsburg daily, except Sunday at 7¾ a. m.; arrive at Buford's by 11¾ a. m.
 Leave Buford's daily, except Sunday at 3½ p. m.; arrive at Pattonsburg by 7½ p. m.
 Leave Pattonsburg daily, except Sunday, from June 1 to September 30, and Monday, Wednesday, and Friday, from October 1 to May 31, at 5 a. m.; arrive at Lexington by 10 a. m.
 Leave Lexington Monday, Wednesday, and Friday at 11 a. m.; arrive at Staunton by 8½ p. m.

ROUTE No. 4402.

From Goshen Bridge to Lexington, 24 miles, and back, six times a week from June 1 to September 30, and three times a week the residue of the year.

Bidders' names.	Sum per annum.
Thomas Burke -----	\$1,490, four-horse coach.
John A. Harman-----	775, four-horse coach.
	699, four-horse coach, if he gets No. 4400.
	770, four-horse coach.
	695, 000. <i>Accepted April 25, 1859.</i>

Contract made with John A. Harman, dated April 25, 1859, at \$595 per annum.

From June 1 to September 30.

Leave Goshen Bridge daily, except Sunday, at 5 p. m.; arrive at Lexington by 11 p. m.

Leave Lexington daily, except Sunday, at 9 a. m.; arrive at Goshen Bridge by 3 p. m.

From October 1 to May 31.

Leave Goshen Bridge Monday, Wednesday, and Friday at 5 p. m.; arrive at Lexington by 11 p. m.

Leave Lexington Monday, Wednesday, and Friday at 9 a. m.; arrive at Goshen Bridge by 3 p. m.

ROUTE No. 4403.

From Cady's Tunnel to Lexington, 25 miles, and back, six times a week from June 1 to September 30, and once a week the residue of the year.

Bidders' names.	Sum per annum.
John A. Harman.....	\$800, four-horse coach from June 1 to Sept. 30. 570, 000.
Lawrence Green.....	275. <i>Accepted April 25, 1859.</i>

Contract made with Lawrence Green, dated April 25, 1859, at \$275 per annum.

From June 1 to September 30.

Leave Cady's Tunnel daily, except Sunday, at 5 p. m.; arrive at Lexington by 11 p. m.

Leave Lexington daily, except Sunday, at 10½ a. m.; arrive at Cady's Tunnel by 4 p. m.

From October 1 to May 31.

Leave Cady's Tunnel Friday at 5 p. m.; arrive at Lexington by 12 night.

Leave Lexington Friday at 7 a. m.; arrive at Cady's Tunnel by 3 p. m.

ROUTE No. 4404.

From Lexington to New Glasgow, 38½ miles, and back, once a week.

Bidders' names.	Sum per annum.
V. D. Lawhorne.....	\$349.
Finley & Adams.....	323.
R. H. McCleave.....	299.
Lawrence Green.....	250.
Alfred T. Patton.....	232. <i>Accepted April 25, 1859.</i>
(After time.)	
James W. Lindsey.....	265.
Kinkaid & Tanquary.....	300.

Contract made with Alfred T. Patton, dated April 25, 1859, at \$232 per annum.

Leave Lexington Thursday at 6 a. m.; arrive at New Glasgow by 7 p. m.

Leave New Glasgow Friday at 6 a. m.; arrive at Lexington by 7 p. m.

ROUTE No. 4405.

From Lexington to Balcony Falls, 14 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Edmond & Davenport.....	\$500, four-horse coach twice a week, and three times a week schedule.
Alfred T. Patton.....	208.
Lawrence Green.....	150. <i>Accepted April 25, 1859.</i>
(After time)	
Kinkaid & Tanquary.....	185. (Received April 5, 1859.)
J. C. Middleton.....	200. (Received April 5, 1859.)

Contract made with Lawrence Green, dated April 25, 1859, at \$150 per annum.

Leave Lexington Tuesday and Saturday at 7 a. m.; arrive at Balcony Falls by 11 a. m.

Leave Balcony Falls Tuesday and Saturday at 2 p. m.; arrive at Lexington by 6 p. m.

ROUTE No. 4406.

From Lexington to Roaring Run, 21 miles, and back, three times a week.

Bidders' names.	Sum per annum.	
R. H. McCleave.....	\$460.	
Finley & Adams.....	443.	
A. W. Harman.....	349.	
Lawrence Green.....	245.	<i>Accepted April 25, 1859; service reduced to twice a week and pay to \$164 per annum.</i>
<i>(After time.)</i>		
Kinkaid & Tanquary.....	400.	<i>(Received April 5, 1859.)</i>
J. C. Middleton.....	325.	<i>(Received April 5, 1859.)</i>

Contract made with Lawrence Green, dated April 25, 1859, at \$164 per annum.

Leave Lexington Tuesday and Saturday at 5 a. m.; arrive at Roaring Run by 12 m.

Leave Roaring Run Tuesday and Saturday at $\frac{1}{2}$ p. m.; arrive at Lexington by 8 $\frac{1}{2}$ p. m.

ROUTE No. 4407.

From Lexington to Clifton Forge, 36 miles, and back, twice a week.

Bidders' names.	Sum per annum.	
Finley & Adams.....	\$597.	
R. H. McCleave.....	399.	
Lawrence Green.....	298.	<i>Accepted April 25, 1859.</i>
<i>(After time.)</i>		
Kincaid & Tanquary.....	450.	<i>(Received April 5, 1859.)</i>
J. C. Middleton.....	310.	

Contract made with Lawrence Green, dated April 25, 1859, at \$298 per annum.

Leave Lexington Tuesday and Friday at 6 a. m.; arrive at Clifton Forge by 6 p. m.

Leave Clifton Forge Wednesday and Saturday at 6 a. m.; arrive at Lexington by 6 p. m.

ROUTE No. 4408.

From Balcony Falls to Selma, 39 $\frac{1}{2}$ miles, and back, three times a week from June 1 to September 30, and twice a week the residue of the year.

Bidder's name.	Sum per annum.	
John A. Harman.....	\$980, 000.	
	695, commence at Pattonsburg.	<i>Accepted April 25, 1859.</i>

Contract made with John A. Harman, dated April 25, 1857, at \$695 per annum.

From June 1 to September 30.

Leave Balcony Falls Monday, Wednesday, and Friday at 6 a. m.; arrive at Selma by 5 p. m.

Leave Selma Monday, Wednesday, and Friday at 6 p. m.; arrive at Balcony Falls next days by 12 m.

From October 1 to May 31.

Leave Balcony Falls Monday and Friday at 5 a. m.; arrive at Selma by 5 p. m.

Leave New Market Tuesday and Saturday at 8 a. m.; arrive at Harrisonburg by 7 p. m.

ROUTE No. 4409.

From Collierstown to Rapp's Mills, 11 miles, and back, twice a week.

Bidders' names.	Sum per annum.	
R. H. McCleave.....	\$190.	
John E. Curd.....	170.	
Lawrence Green.....	130.	<i>Accepted April 25, 1859.</i>

Contract made with Lawrence Green, dated April 25, 1859, at \$130 per annum.

Leave Collierstown Tuesday and Friday at 10 a. m.; arrive at Rapp's Mills by 2 p. m.

Leave Rapp's Mills Tuesday and Friday at 3 p. m.; arrive at Collierstown by 7 p. m.

ROUTE No. 4410.

From Pattonsburg to Fincastle, 13 $\frac{1}{2}$ miles, and back, six times a week from June 1 to September 30, and three times a week the residue of the year.

Bidders' names.	Sum per annum.
Madison M. Switzer.....	\$2,250, ***.
John E. Curd.....	745, ***; two-horse coach.
John K. Young.....	700, two-horse hack.
John A. Harman.....	700, two-horse hack during summer; *** residue. 640, ***; too high; offer \$300 per annum.

(After time.)

Madison M. Switzer..... 1,400. (Received April 21, 1859.)

Offer of \$300 declined, and contract negotiated with John A. Harman, dated May 6, 1859, at \$487 per annum for three times a week service during the whole year; ***.

Leave Pattonsburg Tuesday, Thursday, and Saturday at 8½ a. m.; arrive at Fincastle by 12 m.

Leave Fincastle Tuesday, Thursday, and Saturday at 1¾ a. m.; arrive at Pattonsburg by 4¾ p. m.

ROUTE No. 4411.

From Harrisonburg to Port Republic, 16 miles, and back, twice a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$299.
George Perkey.....	190.
John W. Palmer.....	373, extend over No. 4394.
Edwin M. Nuckols.....	298, extend over No. 4394. <i>Accepted April 25, '59.</i>

Contract made with Edwin M. Nuckols, dated April 25, 1859, at \$298 per annum.

Leave Harrisonburg Monday and Thursday at 1 p. m.; arrive at Port Republic by 6 p. m.

Leave Port Republic Monday and Thursday at 7 a. m.; arrive at Harrisonburg by 12 m.

Leave Port Republic Wednesday and Saturday at 6 a. m.; arrive at Waynesboro' by 12 m.

Leave Waynesboro' Wednesday and Saturday at 2 p. m.; arrive at Port Republic by 8 p. m.

ROUTE No. 4412.

From Harrisonburg to Conrad's Store, 18 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John W. Burke.....	\$435. 573, three times a week.
R. H. McCleave.....	299. 414, three times a week.
James H. Kearney.....	200. <i>Accepted April 25, 1859.</i> 250, three times a week.

Contract made with James H. Kearney, dated April 25, 1859, at \$200 per annum.

Leave Harrisonburg Tuesday and Friday at 6 a. m.; arrive at Conrad's Store by 12 m.

Leave Conrad's Store Tuesday and Friday at 1 p. m.; arrive at Harrisonburg by 7 p. m.

Proposals for three times a week service invited.

ROUTE No. 4413.

From Harrisonburg to New Market, 33 miles, and back, twice a week.

Bidders' names.	Sum per annum.
H. M. Wenger.....	\$416.
A. F. Burke.....	398.
Peter Windle.....	380, schedule changed.
R. H. McCleave.....	374.
James H. Kearney.....	349. <i>Accepted April 25, 1859.</i>

Contract made with James H. Kearney, dated April 25, 1859, at \$349 per annum.

Leave Harrisonburg Monday and Friday at 8 a. m.; arrive at New Market by 7 p. m.

Leave New Market Tuesday and Saturday at 8 a. m.; arrive at Harrisonburg by 7 p. m.

ROUTE No. 4414.

From Harrisonburg to Franklin, 44 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$299 00.
J. & A. Landes.....	274 98.
Israel Hinkel.....	250 00.
Frederick Simmons, jr.....	250 00. <i>Accepted April 25, 1859.</i>

Contract made with Frederick Simmons, jr., dated April 25, 1859, at \$250 per annum.

Leave Harrisonburg Monday at 6 a. m.; arrive at Franklin next day by 8 a. m.

Leave Franklin Tuesday at 9 a. m.; arrive at Harrisonburg next day by 1 p. m.

ROUTE No. 4415.

From Harrisonburg to Bath Alum, 62 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Thomas Burke.....	\$1,940, six months two-horse coach; residue 000. 1,500, four months two-horse coach; residue 000.
Rutherford & Rice.....	1,500, four months two-horse coach; residue one-horse hack.
Landes & Noel.....	1,499.
Bolton & Byerly.....	1,475.
John H. McLeod.....	1,400.
R. H. McCleave.....	1,395, 000.
Rutherford & Rice.....	1,200, one-horse vehicle. <i>Accepted April 25, 1859.</i>

Contract made with Rutherford & Rice, dated April 25, 1859, at \$1,200 per annum.

Leave Harrisonburg Monday, Wednesday, and Friday at 4 a. m.; arrive at Bath Alum by 9 p. m.

Leave Bath Alum Tuesday, Thursday, and Saturday at 4 a. m.; arrive [at Harrisonburg by 9 p. m.

ROUTE No. 4416.

From Burke's Mills to Rockland Mills, 3 miles, and back, twice a week.

Bidder's name.	Sum per annum.
John W. Burke.....	\$75.
(Not let.)	

ROUTE No. 4417.

From New Market to Dovesville, 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
T. & A. Landes.....	\$248, extend to Peru.
Henry Shepler.....	246, extend to Peru.
A. F. Burke.....	219.
R. H. McCleave.....	199.
George Wittig.....	179.
Peter Windle.....	165, chedusle reversed. <i>Accepted April 25, 1859.</i>

Contract made with Peter Windle, dated April 25, 1859, at \$165 per annum.

Leave New Market Thursday at 7 a. m.; arrive at Dovesville by 5 p. m.

Leave Dovesville Wednesday at 7 a. m.; arrive at New market by 5 p. m.

ROUTE No. 4418.

From Cady's Tunnel to Bath C. H., 16 miles, and back, six times a week, from 1st June to 30th September, and three times a week the residue.

Bidder's name.	Sum per annum.
Asher W. Harman.....	\$875, four-horse coach from May 1 to October 15; 000, residue of year. <i>Accepted April 25, 1859.</i>

Contract made with Asher W. Harman, dated April 25, 1859, at \$875 per annum.

Leave Cady's Tunnel daily, except Sunday, from 1st June to 30th September, and Monday, Wednesday, and Friday, from 1st October to 31st May, at 5 p. m.; arrive at Bath C. H. by 10 p. m.

Leave Bath C. H. daily, except Sunday, from 1st June to 30th September, and Tuesday, Thursday, and Saturday, from 1st October to 31st May, at 10½ a. m.; arrive at Cady's Tunnel by 3½ p. m.

ROUTE No. 4419.

From Bath C. H. to Callaghan's, 22 miles, and back, six times a week, from 1st June to 30th September, and twice a week the residue of the year.

Bidders' names.	Sum per annum.
Asher W. Harman	\$1,325, four-horse coach from 30th June to 30th Sept.; ○○○, residue of year.
William Lynch	775, ○○○. Accepted April 25, 1859. 775.

Contract made with William Lynch, dated 25, 1859, at \$775 per annum.

From 1st June to 30th September.

Leave Bath C. H. daily, except Monday, at 5 a. m.; arrive at Callaghan's by 2 p. m.

Leave Callaghan's daily, except Sunday, at 1 a. m.; arrive at Bath C. H. by 10 a. m.

From 1st October to 31st May.

Leave Bath C. H. Tuesday and Saturday at 7 a. m.; arrive at Callaghan's by 5 p. m.

Leave Callaghan's Monday and Friday at 7 a. m.; arrive at Bath C. H. by 5 p. m.

ROUTE No. 4420.

From Bath C. H. to Monterey, 32½ miles, and back, once a week.

Bidders' names.	Sum per annum.
William Hines	\$360.
Asher W. Harman	345.
Finley & Adams	341.
Allen Stevenson	313.
R. H. McCleave	265.
John Landes, jr	198. Accepted April 25, 1859.

Contract made with John Landes, jr., dated April 25, 1859, at \$198 per annum.

Leave Bath C. H. Monday at 7 a. m.; arrive at Monterey by 6 p. m.

Leave Monterey Tuesday at 6 a. m.; arrive at Bath C. H. by 5 p. m.

ROUTE No. 4421.

From Huntersville to Bath C. H., 25 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$587.
Asher W. Harman	345.
R. H. McCleave	299.
John A. Holden	274. Accepted April 25, 1859, and service reduced to once a week, and pay to \$137 per annum.

Contract made with John A. Holden, dated April 25, 1859, at \$137 per annum.

Leave Huntersville Friday at 10 a. m.; arrive at Bath C. H. by 5 p. m.

Leave Bath C. H. Saturday at 7 a. m.; arrive at Huntersville by 2 p. m.

ROUTE No. 4422.

From Huntersville to Huttonsville, 53 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$485.
P. A. Solley	375, schedule changed.
R. H. McCleave	295.
John A. Holden.....	294. <i>Accepted April 25, 1859.</i>

Contract made with John A. Holden, dated April 25, 1859, at \$294, per annum.

Leave Huntersville Tuesday at 6 a. m.; arrive at Huttonsville next day by 1 p. m.

Leave Huttonsville Wednesday at 1½ p. m.; arrive at Huntersville next day by 8 p. m.

ROUTE No. 4423.

From Huntersville to Frost, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McClure.....	\$119 00.
John A. Holden.....	99 50.
Henry Gum.....	65 00, schudule reversed.
Henry Sharp	44 00. <i>Accep'ed April 25, 1859.</i>

Contract made with Henry Sharp, dated 25, 1859, at \$44 per annum.

Leave Huntersville Thursday at 10 a. m.; arrive at Frost by 1 p. m.

Leave Frost Thursday at 6 a. m.; arrive at Huntersville at 9 a. m.

ROUTE No. 4424.

From Selma to Sweet Springs, 28 miles, and back, daily, from 15th June to 15th September in each year only.

Bidders' names.	Sum per annum.
Kent, Ficklin & Peyton.....	\$1,025, four-horse coach.
Asher W. Harman	740, four-horse coach.
(Not let.)	

ROUTE No. 4425.

From Sweet Springs to Rich Patch, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$271.
John E. Curd	175.
(Not let.)	

ROUTE No. 4426.

From White Sulphur Springs to Mountain Grove, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
Asher W. Harman.....	\$370.
Finley & Adams.....	341.
M. Sydenstriker	260.
R. H. McCleave	219.
John Landes, jr	198. <i>Accepted April 25, 1859.</i>

Contract made with John Landes, jr., dated April 25, 1859, at \$198 per annum.

Leave White Sulphur Springs Friday at 6 a. m.; arrive at Mountain Grove by 6 p. m.

Leave Mountain Grove Saturday at 6 a. m.; arrive at White Sulphur Springs by 6 p. m.

ROUTE No. 4427.

From Lewisburg to Huntersville, 52 miles, and back, twice a week.

Bidders' nunes.	Sum per annum.
Andrew McCoy.....	\$500 00.
	300 00, once a week; no guarantor.
John A. Holden	499 99.
Robert H. McCleave.....	499 00.
Thomas A. Bell.....	498 00.
Harvey Handley.....	450 00. <i>Accepted April 25, 1859, and service reduced to once a week, and pay to \$225 per annum.</i>

Contract made with Harvey Handley, dated April 25, 1859, at \$225 per annum.

Leave Lewisburg Monday and Thursday at 5 a. m.; arrive at Huntersville next days by 11 a. m.

Leave Huntersville Tuesday and Friday at 1 p. m.; arrive at Lewisburg next days by 3 p. m.

ROUTE No. 4428.

From Lewisburg to Fayetteville, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
Rob't H. McCleave	\$349.
Pleasant Hawkins	325. <i>Accepted April 25, 1859.</i>

Contract made with Pleasant Hawkins, dated April 25, 1859, at \$325 per annum.

Leave Lewisburg Thursday at 9 a. m.; arrive at Fayetteville next day by 12 m.

Leave Fayetteville Friday at 3 p. m.; arrive at Lewisburg next day by 6 p. m.

ROUTE No. 4429.

From Lewisburg to Nicholas C. H., 59 miles, and back, once a week

Proposals for a second weekly trip to Maysville will be considered.

Bidders' names.	Sum per annum.
John W. Holiday	\$700.
	100, for second trip to Maysville if \$700 bid is accepted.
William Lynch	485.
	475.
Solomon Taylor	416. No guarantor.
Thomas A. Bell	375. <i>Accepted April 25, 1859.</i>

Contract made with Thomas A. Bell, dated April 25, 1859, at \$375 per annum

Leave Lewisburg Wednesday at 6 a. m.; arrive at Nicholas C. H. next day by 1 m

Leave Nicholas C. H. Friday at 6 a. m.; arrive at Lewisburg next day by 7 p. m.

ROUTE No. 4430.

From Clintonville to Nicholas C. H., 42 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$399.
Joseph Fleshman	324.
Robert F. Reynolds	290.
Joseph Rumley	290.
Adam D. Kinkaid	250.
George Piney	235.
Cormae Rodgers	225. <i>Accepted April 25, 1859.</i>

Contract made with Cormae Rodgers, dated April 25, 1859, at \$225 per annum.

Leave Clintonville Wednesday at 7 a. m.; arrive at Nicholas C. H. next day by 10 a. m.

Leave Nicholas C. H. Thursday at 11 a. m.; arrive at Clintonville next day by 12 m.

ROUTE No. 4431.

From Blue Sulphur Springs to Raleigh C. H., 44 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$349.
Wm. Readan, jr.	280.
John W. Bailey	239.
Jacob Harper	220. <i>Accepted April 25, 1859.</i>

Contract made with Jacob Harper, dated April 25, 1859, at \$220 per annum.

Leave Blue Sulphur Springs Thursday at 3 p. m. ; arrive at Raleigh C. H. next day by 6 p. m.

Leave Raleigh C. H. Wednesday at 7 a. m.; arrive at Blue Sulphur Springs next day by 12 m.

ROUTE No. 4432.

From Meadow Bluff to Red Sulphur Springs, 39 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$274.
St. Clair L. Humphreys	249.
James A. Harvey	189. <i>Accepted April 25, 1859.</i>
Jesse Jones	167, end at Egypt.

Contract made with James A. Harvey, dated April 25, 1859, at \$189 per annum.

Leave Meadow Bluff Saturday at 6 a. m. ; arrive at Red Sulphur Springs by 6 p. m.

Leave Red Sulphur Springs Friday at 6 a. m. ; arrive at Meadow Bluff by 6 p. m.

ROUTE No. 4433.

From Mountain Cove to Kesler's Cross Lanes, 14 miles, and back, once a week.

Proposals to extend to Nicholas C. H. will be considered.

Bidders' names.	Sum per annum.
R. H. McCleave	\$190.
Braxton D. Wilson	159.
Allen McGraw	120.
Obadiah Hendrick	128.
	150, extend to Nicholas C. H.
Isaac Wiseman	115.
William Marten	100.
George L. Warner	95.
	190, extend to Nicholas C. H.
Fountain G. Neal	95. <i>Accepted April 25, 1859.</i>

Contract made with Fountain G. Neal, dated April 25, 1859, at \$95 per annum.

Leave Mountain Cove Wednesday at 7 a. m.; arrive at Kesler's Cross Lanes by 11 a. m.

Leave Kesler's Cross Lanes Wednesday at 12 m.; arrive at Mountain Cove by 4 p. m.

ROUTE No. 4434.

From Gauley Bridge to Red Sulphur Springs, 86 miles, and back, three times a week to Fayetteville, and twice a week the residue.

Bidders' names.	Sum per annum.
Aeper W. Harman	\$3,490, 000.
James B. Muney	1,275.
P. & H. R. Fizz	1,270.
Sparriel Bailey	1,144.
John Canterbury	998.
Pleasants Hawkins	990.
L. C. Thrasher	884. <i>Accepted April 25, 1859.</i>

Contract made with L. C. Thrasher, dated April 25, 1859, at \$884 per annum.

Leave Gauley Bridge Sunday and Wednesday at 1 p. m.; arrive at Red Sulphur Springs Tuesday and Friday by 6 p. m.

Leave Red Sulphur Springs Wednesday and Saturday at 6 a. m; arrive at Gauley Bridge Friday and Monday by 12 m.

Leave Gauley Bridge Friday at 1 p. m.; arrive at Fayetteville by 6 p. m.

Leave Fayetteville Friday at 7 a. m.; arrive at Gauley Bridge by 12 m.

ROUTE No. 4435.

From Gauley Bridge to Nicholas C. H., 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$299.
T. M. Byrne	295.
Joseph Runley	275.
Finley & Adams	273.
Rob't F. Reynolds	248.
James B. Muney	190.
Obadiah Hendrick	150.
Jonathan Sims	140. <i>Accepted April 25, 1859.</i>

Contract made with Jonathan Sims, dated April 25, 1859, at \$140 per annum.
 Leave Gauley Bridge Wednesday at 7 a. m.; arrive at Nicholas C. H. by 6 p. m.
 Leave Nicholas C. H. Thursday at 6 a. m.; arrive at Gauley Bridge by 5 p. m.

ROUTE No. 4436.

From Gauley Bridge to Newton, 42 miles, and back, once a week.
 Proposals to end at Clay C. H. (distance 30 miles) invited.

Bidders' names.	Sum per annum.
John W. Spencer	\$300.
R. H. McCleave	298.
	260, end at Clay C. H.
Jonathan Sims	300.
Benjamin F. Salisbury	198, end at Clay C. H.
Joseph Pierson	245, rest time at Clay C. H.
James B. Muney	195, end at Clay C. H.
Jonathan Sims	208, end at Clay C. H.
Obadiah Hendrick	212. <i>Accepted April 25, 1859.</i>
	175, end at Clay C. H.

Contract made with Obadiah Hendrick, dated April 25, 1859, at \$212 per annum.
 Leave Gauley Bridge Wednesday at 7 a. m.; arrive at Newtown next day by 10 a. m.
 Leave Newton Thursday at 12 m.; arrive at Gauley Bridge next day by 4 p. m.

ROUTE No. 4437.

From Kanawha C. H. to Arnoldsburg, 59 miles, and back, once a week.

Bidders' names.	Sum per annum.
S. T. Benson	\$416.
Wm. C. Gandee	325.
Wilson Low	270.
James M. Sergeant	240. <i>Accepted April 25, 1859.</i>

Contract made with James M. Sergeant, dated April 25, 1859, at \$240 per annum.
 Leave Kanawha C. H. Tuesday at 6 a. m.; arrive at Arnoldsburg next day by 6 p. m.
 Leave Arnoldsburg Thursday at 6 a. m.; arrive at Kanawha C. H. next day by 6 p. m.

ROUTE No. 4438.

From Kanawha C. H. to Jackson C. H., 40 miles, and back, twice a week.

Bidders' names.	Sum per annum.
James N. Casle	\$900 00.
Asher W. Harman	670 00.
Joseph Smith	590 00.
G. P. Morrison	488 00.
Charles Carney	410 00.
Wm. Carney	399 50.
Isom C. Vandine	399 00.
John A. Bennett	348 00. <i>Accepted April 25, 1859.</i>

Contract made with John A. Bennett, dated April 25, 1859, at \$348 per annum.

Leave Kanawha C. H. Tuesday and Saturday at 4 a. m.; arrive at Jackson C. H. by 4 p. m.

Leave Jackson C. H. Monday and Friday at 4 a. m.; arrive at Kanawha C. H. by 8 p. m.

ROUTE No. 4439.

From Kanawha C. H. to Logan C. H., 69 miles, and back, once a week.

Bidders' names.	Sum per annum.
Alexander McNeely	\$374 50.
Samuel Vannatter	299 00.
	285 00. <i>Accepted April 25, 1859.</i>

Contract made with Samuel Vannatter, dated April 25, 1859, at \$285 per annum.

Leave Kanawha C. H. Tuesday at 6 a. m.; arrive at Logan C. H. next day by 6 p. m.

Leave Logan C. H. Thursday at 6 a. m.; arrive at Kanawha C. H. next day by 6 p. m.

ROUTE No. 4440.

From Kanawha C. H. to Wayne C. H., 63 miles, and back, once a week.

Bidders' names.	Sum per annum.
Levi Morris	\$450, schedule changed.
Calvey Adkins	393, schedule changed.
Joseph M. Kirk	364, schedule changed.
William Nixon	364, schedule changed. <i>Accepted April 25, 1859.</i>

Contract made with William Nixon, dated April 25, 1859, at \$364 per annum.

Leave Kanawha C. H. Thursday at 6 a. m., arrive at Wayne C. H. next day by 7 p. m.

Leave Wayne C. H. Monday at 6 a. m.; arrive at Kanawha C. H. next day by 7 p. m.

ROUTE No. 4441.

From Winfield to Hamlin, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$271.
N. B. Dudding	200. <i>Accepted April 25, 1859.</i>

Contract made with N. B. Dudding, dated April 25, 1859, at 200 per annum.

Leave Winfield Thursday at 7 a. m.; arrive at Hamlin by 6 p. m.

Leave Hamlin Friday at 8 a. m.; arrive at Winfield by 7 p. m.

ROUTE No. 4442.

From Hamlin to Ballardsville, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$291.
Anderson Adkins	149. <i>Accepted April 25, 1859.</i>

Contract made with Anderson Adkins, dated April 25, 1859, at \$149 per annum.

Leave Hamlin Friday at 6 a. m.; arrive at Ballardsville by 7 p. m.

Leave Ballardsville Saturday at 6 a. m.; arrive at Hamlin by 7 p. m.

ROUTE No. 4443.

From Guyandotte to Catlettsburg, Kentucky, 12 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Samuel L. Grosvener	\$780, 000.
John H. Ford	550.
Erastus Morris	540.
S. M. Russell	500.
Chas. H. Summerson	500.
W. K. Owens	475.
Sanford Scott	400. <i>Accepted April 25, 1859.</i>

Contract made with Sanford Scott, dated April 25, 1859, at \$400 per annum.

Leave Guyandotte daily, except Sunday, at 6 a. m.; arrive at Catlettsburg, by 10 a. m.

Leave Catlettsburg daily, except Sunday, at 12 m; arrive at Guyandotte by 4 p. m.

ROUTE No. 4444.

From Guyandotte to Louisa, Kentucky, 36 miles, and back, once a week.

Bidders' names.	Sum per annum.
John R. Owens.....	\$520.
Finley & Adams.....	287.
Elisha Frasher.....	225.
Marshall Davis.....	148. <i>Accepted April 25, 1859.</i>

Contract with Marshall Davis, dated April 25, 1859, at \$148 per annum.

Leave Guyandotte Monday at 5 a. m.; arrive at Louisa by 7 p. m.

Leave Louisa Tuesday at 5 a. m.; arrive at Guyandotte by 7 p. m.

ROUTE No. 4445.

From Chapmanville to Cabell C. H., 42½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$473.
Martin White.....	347.
Samuel Vannatter.....	275. <i>Accepted April 25, 1859.</i>

Contract made with Samuel Vannatter, dated April 25, 1859, at \$275 per annum.

Leave Chapmanville Monday at 7 a. m.; arrive at Cabell C. H. next day by 12 m.

Leave Cabell C. H. Tuesday at 1 p. m.; arrive at Chapmanville next day by 6 p. m.

ROUTE No. 4446.

From Chapmanville to Wayne C. H., 52 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$687.
Edmond Napier.....	330, schedule reversed.
Wm. Nixon.....	312, schedule reversed.
Stephen Lambert.....	300.
John Workman.....	280.
John Farley.....	275. No certificate.
Samuel Vannatter.....	260.
Joseph M. Kirk.....	208, schedule changed.

(Not let.)

ROUTE No. 4447.

Wayne C. H. to Logan C. H., 71 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel Vannatter.....	\$310.
Wm. Dempsey, sr.....	300.
Samuel Vannatter.....	297.
Jeremiah Vannatter.....	273.
Joseph Dempsey.....	269.
Jefferson Vannatter.....	258. <i>Accepted April 25, 1859.</i>

Contract made with Jefferson Vannatter, dated April 25, 1859, at \$258 per annum.

Leave Wayne C. H. Wednesday at 6 a. m.; arrive at Logan C. H. next day by 6 p. m.

Leave Logan C. H. Monday at 6 a. m.; arrive at Wayne C. H. next day by 6 p. m.

ROUTE No. 4448.

From Ballardsville to Oceana, 43 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Canterbury.....	\$227.
	224.
James Cook.....	194. <i>Accepted April 25, 1859.</i>

Contract made with James Cook, dated April 25, 1859, at \$194 per annum.
 Leave Ballardsville Wednesday at 7 a. m.; arrive at Oceana next day by 12 m.
 Leave Oceana Thursday at 1 p. m.; arrive at Ballardsville next day by 6 p. m.

ROUTE No. 4449.

From Logan C. H. to Raleigh C. H., 67 miles, and back, once a week.

Bidders' names.	Sum per annum.
James B. Cook	\$319.
John W. Bailey	289.
Samuel Vannatter	280.
John Canterbury	275.
Jacob Harper	250. <i>Accepted April 25, 1859.</i>

Contract made with Jacob Harper, dated April 25, 1859, at \$250 per annum.
 Leave Logan C. H. Monday at 6 a. m.; arrive at Raleigh C. H. next day by 7 p. m.
 Leave Raleigh C. H. Wednesday at 6 a. m.; arrive at Logan C. H. next day by 7 p. m.

ROUTE No. 4450.

From Raleigh to Peytona, 53 miles, and back, once a week.

Bidders' names.	Sum per annum.
John W. Bailey	\$279.
Jacob Harper	250.
Sparriel Bailey	249. <i>Accepted April 25, 1859.</i>

Contract made with Sparriel Bailey, dated April 25, 1859, at \$249 per annum.
 Leave Raleigh C. H. Friday at 7 a. m.; arrive at Peytona next day by 5 p. m.
 Leave Peytona Wednesday at 7 a. m.; arrive at Raleigh C. H. next day by 5 p. m.

ROUTE No. 4451.

From Point Pleasant to Mud Bridge, 37 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Brown	\$425.
John P. Jorden	375.
George J. Hull	310.
Alexander M. Booth	300.
Finley & Adams	292.
John J. Fowler	275.
David Smith	270. <i>Accepted April 25, 1859.</i>

Contract made with David Smith, dated April 25, 1859, at \$270 per annum.
 Leave Point Pleasant Thursday at 6 a. m.; arrive at Mud Bridge by 7 p. m.
 Leave Mud Bridge Friday at 6 a. m.; arrive at Point Pleasant by 7 p. m.

ROUTE No. 4452.

From Point Pleasant to Jackson C. H., 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Brown	\$400.
Joseph Smith	300.
Charles Carney	299.
Finley & Adams	283.
Wm. Lyons	250.
John Green	225.
John H. Wetzel	195.

(Not let.)

ROUTE No. 4453.

From Point Pleasant to Pomeroy, Ohio, 18 miles, and back, twice a week.

Bidders' names.	Sum per annum.
William Brown	\$475.
Archibald Murray	468.
William Lyons	300.
W. W. McDaniel	230.
Joseph Jones	225, coach.
William J. Allen	199. <i>Accepted April 25, 1859.</i>

Contract made with William J. Allen, dated April 25, 1859, at \$199 per annum.

Leave Point Pleasant Sunday, Tuesday, and Friday, at 7 a. m.; arrive at Pomeroy by 12 m.

Leave Pomeroy Sunday, Tuesday, and Friday, at 1 p. m.; arrive at Point Pleasant by 6 p. m.

ROUTE No. 4454.

From West Columbia to Jackson C. H., 29 miles, and back, once a week.

Bidders' names.	Sum per annum.
Adam Harper	\$399 00.
William Brown	300 00.
Joseph Smith	290 00.
Finley & Adams	283 00.
William Carney	195 50.
Benjamin Rollins	185 00.
Isom C. Vandine	124 00. <i>Accepted April 25, 1859.</i>

Contract made with Isom C. Vandine, dated April 25, 1859, at \$124 per annum.

Leave West Columbia Wednesday at 7 a. m.; arrive at Jackson C. H. by 5 p. m.

Leave Jackson C. H. Thursday at 6 a. m.; arrive at West Columbia by 4 p. m.

ROUTE No. 4455.

From McDowell to Luney's Creek, 70 miles, and back, once a week.

Bidders' names.	Sum per annum.
Luther Pullin	\$589, schedule changed.
Andrew Reserroad	575, schedule changed.
John O. Kane	500.
R. H. McCleave	490.
Martin Landes	393.
J. & A. Landes	374.
Henry Reserroad	370.
Henry Shiplor	364. <i>Accepted April 25, 1859.</i>

Contract made with Henry Shiplor, dated April 25, 1859, at \$364 per annum.

Leave McDowell Thursday at 1 p. m.; arrive at Luney's Creek Saturday by 5 p. m.

Leave Luney's Creek Tuesday at 7 a. m.; arrive at McDowell Thursday by 12 m.

ROUTE No. 4456.

From Monterey to Franklin, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
Allen Stephenson	\$298.
Jas. J. A. Trotter	295.
Finley & Adams	287.
R. H. McCleave	249.
Samuel Landes	247.
Jacob G. Hille	240.
John L. Lukens	230.
Emanuel Simmons	225.
John Landes, jr	194. <i>Accepted April 25, 1859.</i>

Contract made with Jno. Landes, jr., dated April 25, 1859, at \$194 per annum
 Leave Monterey Thursday at 8 a. m.; arrive at Franklin by 6 p. m.
 Leave Franklin Friday at 6 a. m.; arrive at Monterey by 4 p. m.

ROUTE No. 4457.

From Monterey to Mountain Grove, 29 miles, and back, once a week.

Bidder names.	Sum per annum.
Joseph Landes	\$341 50.
John L. Lukins	330 00, schedule changed.
Jas. J. A. Trotter	320 00.
Eli Seybert	295 00.
Allen Stephenson	289 00.
John Landes, jr.	281 00.
R. H. McCleave	219 00. <i>Accepted April 25, 1859.</i>

Contract made with R. H. McCleave, dated April 25, 1859, at \$219 per annum.
 Leave Monterey Tuesday at 6 a. m.; arrive at Mountain Grove by 5 p. m.
 Leave Mountain Grove Monday at 8 a. m.; arrive at Monterey by 7 p. m.

ROUTE No. 4458.

From Franklin to Green Valley, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jas. J. A. Trotter	\$490.
R. H. McCleave	394.
Jacob G. Hille	350.
Stewart & Stephenson	299.
J. & A. Landes	290.
Henry Hartman	285.
James Hartman	275. <i>Accepted April 25, 1859.</i>

Contract made with James Hartman, dated April 25, 1859, at \$275 per annum.
 Leave Franklin Wednesday at 6 a. m.; arrive at Green Valley next day by 12 m.
 Leave Green Valley Thursday at 1 p. m.; arrive at Franklin next day by 7 p. m.

ROUTE No. 4459.

From Traveller's Repose to Huntersville, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$290.
Finley & Adams	286.
John A. Holden	174. <i>Accepted April 25, 1859.</i>

Contract made with John A. Holden, dated April 25, 1859, at \$174 per annum.
 Leave Traveller's Repose Monday at 6 a. m.; arrive at Huntersville by 6 p. m.
 Leave Huntersville Sunday at 6 a. m.; arrive at Traveller's Repose by 6 p. m.

ROUTE No. 4460.

From Buckhannon to Glenville, 56 miles, and back, once a week.
 Proposals for a second weekly trip to Jacksonville invited.

Bidders' names.	Sum per annum.
R. H. McCleave	\$548.
James T. Holden	419.
Stephen T. Benson	416.
James F. Cummings	395.
	200 additional for second weekly trip to Jacksonville.
Robt. J. Ball	339.
Elias Simmons	305.
	147 for second weekly trip to Jacksonville.
A. Poundstone	300. <i>Accepted April 25, 1859.</i>
	500 for second weekly trip to Jacksonville.

Contract made with A. Poundstone, dated April 25, 1859, at \$300 per annum.
 Leave Buckhannon Monday at 5 a. m.; arrive at Glenville next day by 12 m.
 Leave Glenville Tuesday at 1 p. m.; arrive at Buckhannon next day by 8 p. m.

ROUTE No. 4461.

From Stout's Mills to Townsend's Mills, 8 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$98 00.
David B. Taylor.....	47 50.
Jacob C. Snider.....	43 00.
P. Rutherford.....	38 00.
Nathan D. Stout.....	37 00.
Isaac C. Taylor.....	35 00.

(Not let.)

ROUTE No. 4462.

From Weston to Nicholas C. H., 78 miles, and back, once a week.
 Proposals for a second weekly trip invited.

Bidders' names.	Sum per annum.
John C. Taylor.....	\$1,800 00, twice a week.
Samuel L. Grosvener.....	1,248 00, twice a week, ^{ooo} .
John C. Taylor.....	1,100 00.
James W. Gay.....	1,000 00, twice a week to Braxton C. H., once a week residue.
F. Batten.....	800 00, twice a week, end at Braxton C. H.
John S. Williams.....	650 00.
Samuel L. Grosvener.....	624 00.
F. Batten.....	600 00.
	1,200 00, twice a week.
Norman Belknap.....	589 99, no guaranty.
George Conner.....	575 00, no guaranty.
A. Poundstone.....	550 00.
	1,050 00, twice a week.
Joseph Matthews.....	500 00.
	800 00, twice a week.
Samuel R. McCorkle.....	494 50. <i>Accepted April 25, 1859.</i>
Cyrus Remly, (after time).....	640 00. <i>(Received April 4, 1859.)</i>

Contract made with Samuel R. McCorkle, dated April 25, 1859, at \$494 50 per annum.
 Leave Weston Tuesday at 6 a. m.; arrive at Nicholas C. H. next day by 7 p. m.
 Leave Nicholas C. H. Thursday at 6 a. m.; arrive at Weston next day by 7 p. m.

ROUTE No. 4463.

From Weston to Glenville, 27 miles, and back, three times a week.

Bidders' names.	Sum per annum.
George Conner.....	\$675 00, no guaranty.
F. Batten.....	600 00.
Cornelius Gainer.....	600 00.
William Sleeth.....	499 00, ^{ooo} .
S. T. Burson.....	479 75.
George K. Cox.....	474 00.
S. L. Hays jr.....	447 00.
S. L. Ruddell.....	445 00.
James T. Holden.....	439 75.
S. L. Rudder.....	438 50.
R. R. Turner.....	424 75. <i>Accepted April 25, 1859.</i>

Contract made with R. R. Turner, dated April 25, 1859, at \$424 75 per annum.
 Leave Weston Monday, Wednesday, and Friday, at 4 p. m.; arrive at Glenville next days by 8 a. m.
 Leave Glenville Monday, Wednesday, and Friday, at 6 a. m.; arrive at Weston by 2½ p. m.

ROUTE No. 4464.

From Weston to Phillippa, 32 miles, and back, once a week.

Bidders' names.	Sum per annum.
Henry W. Sleeth.....	No sum stated.
Finley & Adams.....	\$294.
A. Poundstone.....	295.
John S. Williams.....	250.
Joseph Matthews.....	240.
R. H. McCleave.....	239. <i>Accepted April 25, 1859.</i>

Contract made with R. H. McCleave, dated April 25, 1859, at \$239 per annum.

Leave Weston Tuesday at 6 a. m ; arrive at Phillippa by 4 p. m.

Leave Phillippa Wednesday at 6 a. m ; arrive at Weston by 4 p. m.

ROUTE No. 4465.

From Weston to Middleport, &c., 52 miles, and back, once a week.

Bidders' names.	Sum per annum.
S. T. Burson.....	\$474.
John S. Williams.....	400.
Felix Albert.....	325.
George Harris.....	318, extend to Fork Lick.
Joseph Matthews.....	310.
Jesse Cowger.....	300.
Henry McCully.....	295. <i>Accepted April 25, 1859.</i>

Contract made with Henry McCully, dated April 25, 1859, at \$295 per annum.

Leave Weston Wednesday at 10 a. m.; arrive at Middleport next day by 6 p. m.

Leave Middleport Friday at 6 a. m.; arrive at Weston next day by 2 p. m.

ROUTE No. 4466.

From Glenville to Arnoldsburg, 27 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Isaac Connolly.....	\$370 00.
S. G. Burson.....	367 32.
E. G. Norman.....	300 00.
J. T. Holden.....	299 65.
R. H. McCleave.....	298 00.
Robert J. Ball.....	298 00.
D. S. Brannon.....	274 00.
Isaac L. Johnson.....	260 00.
Thomas Camell.....	200 00. <i>Accepted April 25, 1859, and service reduced to once a week, and pay to \$100 per annum.</i>

Contract made with Thomas Camell, dated April 25, 1859, at \$100 per annum.

Leave Glenville Saturday at 9 a. m ; arrive at Arnoldsburg by 7 p. m.

Leave Arnoldsburg Friday at 8 a. m.; arrive at Glenville by 6 p. m.

ROUTE No. 4467.

From Cox's Mills to Leading Creek, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$124.
Henry W. Sleeth.....	99.
George W. Bush.....	75.
S. T. Burson.....	65.
David Heckert.....	48.
Michael S. Bush.....	40.

(Not let.)

ROUTE No. 4468.

From Braxton C. H. to Clendenin, 65 miles, and back, once a week

Bidders' names.	Sum per annum.
Stephen T. Burson.....	\$549.
George W. Weblin.....	394.
B. F. Salisbury.....	292, rest time at Clay C. H.
Samuel R. McCorkle.....	270, omit Clay C. H. <i>Accepted April 25, 1859.</i>

Contract made with Samuel R. McCorkle, dated April 25, 1859, at \$270 per annum.
 Leave Braxton C. H. Friday at 6 a. m. ; arrive at Clendenin next day by 6 p. m.
 Leave Clendenin Wednesday at 6 a. m. ; arrive at Braxton C. H. next day by 6 p. m.

ROUTE No. 4469.

From Braxton C. H., by Perkin's Mills, Holly River, &c., &c., to Braxton C. H, equal to 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stephen T. Burson.....	\$299 00.
R. H. McCleave.....	297 00.
James W. Matthews.....	245 00.
Philip See Lough.....	239 00.
Johuson Squires.....	235 00.
Samuel R. McCorkle.....	229 50. <i>Accepted April 25, 1859.</i>

Contract made with Samuel R. McCorkle, dated April 25, 1859, at \$229 50 per annum.
 Leave Braxton C. H. Wednesday at 9 a. m. ; arrive at Sand Run next day by 12 m.
 Leave Sand Run Thursday at 1 p. m. ; arrive at Braxton C. H. next day by 4 p. m.

ROUTE No. 4470.

From Gainesville to New Baltimore, 6 miles, and back, three times a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$219.
John B. Hunton.....	183, six times a week. <i>Accepted April 25, 1859.</i>

Contract made with John B. Hunton, dated April 25, 1859, at \$183 per annum.
 Leave Gainesville daily, except Sunday, at 9 a. m. ; arrive at New Baltimore by 10½ a. m.
 Leave New Baltimore daily, except Sunday, at 11 a. m. ; arrive at Gainesville by ½ p. m.

ROUTE No. 4471.

From The Plains to Middleburg, 9 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Burr W. Garrett.....	\$400. <i>Accepted April 25, 1859.</i>

Contract made with Burr W. Garrett, dated April 25, 1859, at \$400 per annum,
 Leave The Plains daily, except Sunday, at 12 m. ; arrive at Middleburg by 2 p. m.
 Leave Middleburg daily, except Sunday, at 8½ a. m. ; arrive at The Plains by 10½ a. m.

ROUTE No. 4472.

From Piedmont Station to Winchester, 28 miles, and back, six times a week to Upper-ville, and three times a week the residue.

Bidders' names.	Sum per annum.
William A. Misswarren.....	\$797.
J. H. Kemp.....	690, two-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with J. H. Kemp, dated April 25, 1859, at \$690 per annum.
 Leave Piedmont Station daily at 11 a. m. ; arrive at Upperville by ¾ p. m.

Leave Upperville Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Winchester by 6 p. m.

Leave Winchester Monday, Wednesday, and Friday, at 4 a. m.; arrive at Upperville by 9 a. m.

Leave Upperville daily, except Sunday, at 9½ a. m.; arrive at Piedmont Station by 11 a. m.

ROUTE No. 4473.

From Millwood to Milldale, 10 miles, and back, three times a week to White Post, and twice a week the residue.

Bidders' names.	Sum per annum.
William B. Grubbs.....	\$190.
R. H. McCleave.....	175.

Accepted April 25, 1859, and change route to commence at Confluence and embrace Nineveh, omitting Millwood, increasing distance seven miles, and pay \$153, making whole pay \$328 per annum.

Contract made with R. H. McCleave, dated April 25, 1859, at \$328 per annum.

Leave Confluence Tuesday, Thursday, and Saturday, at 12 m.; arrive at White Post by 4½ p. m.

Leave White Post Tuesday and Saturday at 4½ p. m.; arrive at Milldale by 5¾ p. m.

Leave Milldale Tuesday and Saturday at 6 p. m.; arrive at White Post by 7½ p. m.

Leave White Post Tuesday and Thursday at 5½ a. m.; arrive at Confluence by 9½ a. m.

ROUTE No. 4474.

From Front Royal to Hambaugh's, 6 miles, and back, twice a week.

Bidder's name.	Sum per annum.
R. H. McCleave.....	\$129.
(Not let.)	

ROUTE No. 4475.

From Luray to Front Royal, 30 miles, and back, three times a week.

Bidders' names.	Sum per annum.
J. H. Kemp.....	\$590.
John W. Burke.....	445.
	550.
	760, two-horse stages.
A. A. Duncan.....	450, two-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with A. A. Duncan, dated April 25, 1859, at \$450 per annum.

Leave Luray Monday, Wednesday, and Friday, at 4 a. m.; arrive at Front Royal by 11 a. m.

Leave Front Royal Tuesday, Thursday, and Saturday, at 12 m.; arrive at Luray by 7 p. m.

ROUTE No. 4476.

From Luray to Marksville, 13 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John W. Burke.....	\$104.
R. H. McCleave.....	195.
John A. Cave.....	144.
Paschal Graves.....	137.
Wm. Griffith.....	130.
Geo. L. Kite.....	129, schedule changed.
Wm. F. Grayson.....	104. <i>Accepted April 25, 1859.</i>

Contract made with Wm. F. Grayson, dated April 25, 1859, at \$104 per annum.

Leave Luray Monday and Friday at 8 a. m.; arrive at Marksville by 12 m.

Leave Marksville Monday and Friday at 1 p. m.; arrive at Luray by 5 p. m.

ROUTE No. 4477.

From Luray to Conrad's Store, 26 miles, and back, twice a week to Alma, and twice a week the residue.

Bidders' names.	Sum per annum.
John W. Burke	\$410.
George Kite	325, three times a week to Alma.
R. H. McCleave	299.
George L. Kite	250.
Jacob C. Kite	238, three times a week to Alma; twice a week residue. <i>Accepted April 25, 1859.</i>

Contract made with Jacob C. Kite, dated April 25, 1859, at \$238 per annum.
 Leave Luray Monday and Friday at 9 a. m.; arrive at Conrad's Store by 5 p. m.
 Leave Conrad's Store Tuesday and Saturday at 6 a. m.; arrive at Luray by 3 p. m.

ROUTE No. 4478.

From Water Lick to Burner's Springs, 13 miles, and back, six times a week from June 15 to September 15, and once a week the residue.

Bidders' names.	Sum per annum.
Reuben Knisley	\$168.
Andrew Knisley	144.
Israel M. Wilkison	139.
Henry C. Knisley	131. <i>Accepted April 25, 1859.</i>
Absalom Clem, (after time)	174. (Received April 5, 1859.)

Contract made with Henry C. Knisley, dated April 25, 1859, at \$131 per annum.
 Leave Water Lick Tuesday at 1 p. m.; arrive at Burner's Springs by 5 p. m.
 Leave Burner's Springs Tuesday at 5½ a. m.; arrive at Water Lick by 9½ a. m.
 Daily, except Sunday, during the same hours, from June 15 to September 15.

ROUTE No. 4479.

From Woodstock to Mount Olive, 10 miles, and back, twice a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$190 00, and extend to Lebanon Church at <i>pro rata</i> .
George H. Ruts	75 00.
David Snar, 2d	52 00.
Wm. G. Feller	51 50. <i>Accepted April 25, 1859.</i>

Contract made with William G. Feller, dated April 25, 1859, at \$51 50 per annum.
 Leave Woodstock Wednesday and Saturday at 3 p. m.; arrive at Mount Olive by 6 p. m.
 Leave Mount Olive Wednesday and Saturday at 12 m.; arrive at Woodstock by 2¾ p. m.

ROUTE No. 4480.

From Woodstock to Moorefield, 48 miles, and back, three times a week to Wardensville, and twice a week the residue.

Bidders' names.	Sum per annum.
Dinges & Hume	\$1,089.
R. H. McCleave	799. <i>Accepted April 25, 1859.</i>
W. H. Violet	339, commence at Wardensville.
James Brooks	290, commence at Wardensville.

Contract made with R. H. McCleave, dated April 25, 1859, at \$799 per annum.
 Leave Woodstock Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Wardensville by 8 p. m.
 Leave Wardensville Tuesday, Thursday, and Saturday at 4 a. m.; arrive at Woodstock by 12 m.
 Leave Wardensville Tuesday and Saturday at 7 a. m.; arrive at Moorefield by 5 p. m.
 Leave Moorefield Monday and Friday at 7 a. m.; arrive at Wardensville by 5 p. m.

ROUTE No. 4481.

From Edenburg, by Lantz's Mills, Columbia Furnace, &c., to Edenburg, equal to 13 miles, and back, three times a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$296.
A. F. Burke.....	290.
George Huddle.....	145.
Alexander Hollar.....	125. <i>Accepted April 25, 1859.</i>

Contract made with Alexander Hollar, dated April 25, 1859, at \$125 per annum.
Leave Edenburg Tuesday, Thursday, and Saturday at 5 a. m.; arrive at Edenburg by 2 p. m.

ROUTE No. 4482.

From Mount Jackson to Moore's Store, 7 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. F. Burke.....	\$100.
R. H. McCleave.....	90.
Samuel Kingree.....	39. <i>Accepted April 25, 1859.</i>

Contract made with Samuel Kingree, dated April 25, 1859, at \$39 per annum.
Leave Mount Jackson Wednesday at 2½ p. m.; arrive at Moore's Store by 4½ p. m.
Leave Moore's Store Wednesday at 12 m.; arrive at Mount Jackson by 2 p. m.

ROUTE No. 4483.

From Mount Jackson to Orkney Springs, 14 miles, and back, daily from June 15 to September 15, and twice a week the residue of the year.

Bidders' names.	Sum per annum.
Allen F. Burke.....	\$240.
R. H. McCleave.....	199, 000.
Henry Walker.....	145.
Samuel Kingree.....	120, schedule changed.
Benjamin Estill.....	125. <i>Accepted April 25, 1859.</i>

Contract made with Benjamin Estill, dated April 25, 1859, at \$125 per annum.

From June 15 to September 15.

Leave Mount Jackson daily at 2 p. m.; arrive at Orkney Springs by 7 p. m.
Leave Orkney Springs daily at 8 a. m.; arrive at Mount Jackson by 1 p. m.

From September 15 to June 15.

Leave Mount Jackson Tuesday and Saturday at 2 p. m.; arrive at Orkney Springs by 7 p. m.
Leave Orkney Springs Tuesday and Saturday at 7 p. m.; arrive at Mount Jackson by 1 p. m.

ROUTE No. 4484.

From Leesburg to Point of Rocks, Maryland, 12 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Edwin Drish.....	\$435, two-horse coach, six times a week.
Means & Nelson.....	372, two-horse coach.
P. W. Johnson.....	350, two or four-horse coach daily, except Sunday.
John T. Perry.....	275, two-horse coach, six times a week.
Edgar Jarvis.....	260, two-horse coach daily, except Sunday. <i>Accepted April 25, 1859.</i>

Contract made with Edgar Jarvis, dated April 25, 1859, at \$260 per annum.

Leave Leesburg Wednesday and Saturday at 7 a. m.; arrive at Point of Rocks by 11 a. m.
 Leave Point of Rocks Wednesday and Saturday at 12 m.; arrive at Leesburg by 4 p. m.

ROUTE No. 4485.

From Leesburg to Middleburg, and back by Mountville to Leesburg, equal to 23 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John T. Perry	\$550.
Edgar Jarvis	500.
R. H. McCleave	290.
George F. Means	245. <i>Accepted April 25, 1859.</i>

Contract made with George F. Means, dated April 25, 1859, at \$245 per annum.

Leave Leesburg Wednesday and Saturday at 5 a. m.; arrive at Middleburg by $\frac{1}{2}$ p. m.

Leave Middleburg Wednesday and Saturday at $1\frac{1}{2}$ p. m.; arrive at Leesburg by 8 p. m.

ROUTE No. 4486.

From Leesburg to Point of Rocks, Maryland, 14 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Edwin Drish	\$675 00.
R. H. McCleave	640 00, ^{ooo} .
	395 00, ^{ooo} , commence at Waterford.
Henry T. Gover	585 00.
	339 00, commence at Waterford.
Edward S. Wright	389 56.
Robert W. Thomas	300 00, commence at Waterford.
Milton Schooley	299 99, commence at Waterford.
George W. Russell	294 99, commence at Waterford.
Jacob Lemon	287 00, commence at Waterford.
George F. Means	270 00, commence at Waterford. <i>Accepted April 25, 1859.</i>

Contract made with George F. Means, dated April 25, 1859, at \$270 per annum.

Leave Leesburg daily, except Sunday, at $7\frac{1}{2}$ a. m.; arrive at Point of Rocks by 11 a. m.

Leave Point of Rocks daily, except Sunday, at 12 m.; arrive at Leesburg by $3\frac{1}{2}$ p. m.

ROUTE No. 4487.

From Morrisonville to Wheatland, 3 miles, and back, three times a week.

Bidder's name.	Sum per annum.
John Leslie	\$50.
(Not let.)	

ROUTE No. 4488.

From Waterford to Harper's Ferry, 19 miles, and back, three times a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$349.
Jacob Lemon	340.
Wm. F. Collins	190, commence at Hillsboro'. <i>Accepted April 25, 1859</i>

Contract made with Wm. F. Collins, dated April 25, 1859, at \$190 per annum.

Leave Hillsboro' Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Harper's Ferry by $10\frac{1}{2}$ a. m.

Leave Harper's Ferry Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Hillsboro' by 4 p. m.

ROUTE No. 4489.

From Lovettsville to Lovettsville, $6\frac{1}{4}$ miles, and back, three times a week.

Separate proposals for the service between Lovettsville and Barry invited.

Bidders' names.	Sum per annum.
Jacob Lemon	\$485, Barry to Purcellville.
John Leslie	450, Barry to Purcellville.
Joel Craven, jr.	399, Purcellville to Barry.
George W. Noland	390, two-horse coach, Barry to Purcellville.
J. Snoots	335, end at Barry.
R. H. McCleave	190.
	349, Barry to Purcellville.
William Hays	150.
	350, extend to Purcellville.
A. M. Janney	298, extend to Purcellville, schedule proposed.
George F. Means	290, Barry to Purcellville <i>via</i> Wheatland.
George W. Noland	248, Barry to Purcellville <i>via</i> Wheatland, &c. <i>Accepted April 25, 1859.</i>

Contract made with George W. Noland, dated April 25, 1859, at \$248 per annum.

Leave Purcellville Tuesday, Thursday, and Saturday at 6½ a. m. ; arrive at Barry by 11 a. m.

Leave Barry, Tuesday, Thursday, and Saturday at 2½ p. m. ; arrive at Purcellville by 7½ p. m.

ROUTE No. 4490.

From Charlestown to Berryville, 12¼ miles, and back, six times a week.

Proposals to embrace Kabletown invited.

Bidders' names.	Sum per annum.
R. H. McCleave	\$590, 000.
L. A. Glaize	474.
William A. Neswanner	384. <i>Accepted April 25, 1859.</i>

Contract made with William A. Neswanner, dated April 25, 1859, at \$384 per annum.

Leave Charlestown daily, except Sunday, at 2 p. m. ; arrive at Berryville by 6 p. m.

Leave Berryville daily, except Sunday, at 5½ a. m. ; arrive at Charlestown by 9½ a. m.

ROUTE No. 4491.

From Rippon to Kabletown, 5 miles, and back, six times a week.

(No bids received.)

ROUTE No. 4492.

From Winchester to Harper's Ferry, 32 miles, and back, six times a week.

Service performed six times a week by the Winchester and Potomac Railroad Company, at \$3,200 per annum.

Leave Winchester daily, except Sunday, at 9 a. m. ; arrive at Harper's Ferry by 12 m.

Leave Harper's Ferry daily, except Sunday, at 1½ p. m. ; arrive at Winchester by 4 p. m.

ROUTE No. 4493.

From Winchester to Strasburg, 17½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
Thomas Burke	\$985 00, four-horse coach.
Jas. J. A. Trotter	700 00, four horse coach.
	490 00, two-horse coach.
R. H. McCleave	599 00, 000.
Larrick & Wilkison	497 00, 000.
	487 50, 000. <i>Accepted April 25, 1859.</i>

Contract made with Larrick & Wilkison, dated April 25, 1859, at \$487 50 per annum.

Leave Winchester daily, except Sunday, at 5½ a. m. ; arrive at Strasburg by 9 a. m.

Leave Strasburg daily, except Sunday, at ½ p. m. ; arrive at Winchester by 4½ p. m.

ROUTE No. 4494.

From Winchester to Van Buren Furnace, 31 miles, and back, once a week.

Bidders' names.	Sum per annum.
Pugh, Pool & Johnson	\$298, schedule proposed. <i>Accepted April 25, 1859.</i>
R. H. McCleave	399.

Contract made with Pugh, Pool & Johnson, dated April 25, 1859, at \$298 per annum.
 Leave Winchester Friday at 5 a. m. ; arrive at Wardensville by 5 p. m.
 Leave Wardensville Thursday at 6 a. m. ; arrive at Winchester by 6 p. m.
 Leave Winchester Tuesday at 6 a. m. ; arrive at Van Buren Furnace by 6 p. m.

ROUTE No. 4495.

From Winchester to Capon Springs, 16 miles, and back, six times a week, from July 15 to September 15 only in each year.

Bidders' names.	Sum per annum.
J. H. Kemp.....	\$500 00, four-horse coach.
Davis Farmer.....	139 50. Capon Springs to Strasburg, six times a week three months.
Pugh, Pool & Johnson.....	119 00.
William McKay.....	90 50. <i>Accepted April 25, 1859.</i>

Contract made with William McKay, dated April 25, 1859, at \$90 50 per annum.
 Leave Winchester daily, except Sunday, at 4 p. m. ; arrive at Capon Springs by 11 p. m.
 Leave Capon Springs daily, except Sunday, at 12 night ; arrive at Winchester by 8 a. m.
 Leave Strasburg daily, except Sunday, at 1½ p. m. ; arrive at Capon Springs by 7 p. m.
 Leave Capon Springs daily, except Sunday, at 2½ a. m. ; arrive at Strasburg by 8½ a. m.

ROUTE No. 4496.

From Winchester to Romney, 43 miles, and back, three times a week.

Bidders' names.	Sum per annum.
W. A. Neswanner.....	\$999.
J. H. Kemp.....	870, two-horse coach.
Athey & Houser.....	490, two-horse coach.
John A. Smith.....	340, two-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with John A. Smith, dated April 25, 1859, at \$240 per annum.
 Leave Winchester Monday, Wednesday, and Friday at 4 a. m. ; arrive at Back Creek Valley by 8 a. m., and arrive at Romney by 2 p. m.
 Leave Romney Tuesday, Thursday, and Saturday at 10 a. m. ; arrive at Back Creek Valley by 5½ p. m., and at Winchester by 9½ p. m.

ROUTE No. 4497.

From Winchester to Paw Paw, 33 miles, and back, twice a week.

Bidders' names.	Sum per annum.
J. H. Kemp.....	\$940, two-horse coach.
S. H. Yonley.....	600.
John A. Smith.....	550. <i>Accepted April 25, 1859, and service reduced to twice a week, and pay to \$267 per annum.</i>

Contract made with John A. Smith, dated April 25, 1859, at \$267 per annum.
 Leave Winchester Thursday and Saturday at 4 a. m. ; arrive at Paw Paw by 2 p. m.
 Leave Paw Paw Wednesday and Friday at 11½ a. m. ; arrive at Winchester by 10 p. m.

ROUTE No. 4498.

From Winchester to Front Royal, 19 miles, and back, three times a week.

Bidders' names.	Sum per annum.
W. A. Neswanner.....	\$700.
J. H. Kemp.....	490, two-horse coach.
Israel M. Wilkison.....	297.

(Not let.)

ROUTE No. 4499.

From Cedar Creek to Middletown, 5 miles, and back, twice a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$99.
Robert F. Pargle.....	160, end at Strasburg.
	60, end at Strasburg. <i>Accepted April 25, 1859.</i>

Contract made with Robert F. Pargle, dated April 25, 1859, at \$60 per annum.
 Leave Cedar Creek Monday and Friday at 12 m.; arrive at Strasburg by 3 p. m.
 Leave Strasburg at 3½ p. m.; arrive at Cedar Creek by 7 p. m.

ROUTE No. 4500.

From Moorefield to Romney, 27 miles, and back, three times a week.

Bids for six-times-a-week service invited. Bids to run from Moorefield, by Purgitsville, Burlington, Ridgeville, and Wardville, to New Creek Station, 43 miles, and back, six times a week, with a branch to Romney from the nearest point, six times a week, (in lieu of this and route 4501,) also invited.

Bidders' names.	Sum per annum.
J. W. Duffey.....	\$1,600, ⁰⁰⁰ , invited service extending to New Creek Station, six times a week, Wardville to receive tri-weekly side supply.
	1,500, same service, except omitting Wardville.
James J. A. Trotter.....	1,190, if he gets No. 4507.
Athey & Houser.....	1,085, two-horse coach daily, except Sunday, extend over No. 4501 to New Creek Station, with branch. <i>Accepted April 25, 1859.</i>
	448, two-horse coach.
Long & Patterson.....	439, ⁰⁰⁰ .
John A. Smith.....	400, two-horse stage.
Slyer & Duffey.....	340, ⁰⁰⁰ .
William H. Violet.....	319, coach.

Contract made with Athey & Houser, dated April 25, 1859, at \$1,085 per annum.

Leave Moorefield daily, except Sunday, at 3.30 a. m.; arrive at New Creek Station by 4.30 p. m.

Leave New Creek Station daily, except Sunday, at 5.30 a. m.; arrive at Moorefield by 6.30 p. m.

Leave Romney daily, except Sunday, at 9 a. m.; arrive at Arnold's Junction by 11 a. m.

Leave Arnold's Junction daily, except Sunday, at 1 p. m.; arrive at Romney by 3 p. m.

ROUTE No. 4501.

From Romney to New Creek Station, 30 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John A. Smith.....	\$500, two-horse coach.
Long & Patterson.....	449, ⁰⁰⁰ .
Athey & Houser.....	435, two-horse coach.

(Not let.)

ROUTE No. 4502.

From Romney to Green Spring Run, 16½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
Bunting & Hall.....	\$1,000.
J. H. Kemp.....	730, two-horse coach.
Athey & Houser.....	600, two-horse coach.
John A. Smith.....	500, two-horse coach.
James W. Cropp.....	479. <i>Accepted April 25, 1859.</i>

Contract made with James W. Cropp, dated April 25, 1859, at \$479 per annum.

Leave Romney daily, except Sunday, at 4 a. m.; arrive at Green Spring Run by 8 a. m.

Leave Green Spring Run daily, except Sunday, at 5 p. m.; arrive at Romney by 9 p. m.

ROUTE No. 4503.

From Mount Storm to Wardville, 14 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$120.
Morgan B. Kitsmiller.....	75. <i>Accepted April 25, 1859.</i>

Contract made with Morgan B. Kitsmiller, dated April 25, 1859, at \$75 per annum.
 Leave Mount Storm Wednesday at 7 a. m.; arrive at Wardville by 12 m.
 Leave Wardville Wednesday at 1 p. m.; arrive at Mount Storm by 6 p. m.

ROUTE No. 4504.

From Burlington to Sheetz's Mills, 6 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$99.
Thomas R. Carskadon.....	75, twice a week.
	40.
E. B. Sheetz	20. <i>Accepted April 25, 1859.</i>
	40, twice a week.

Contract made with E. B. Sheetz, dated April 25, 1859, at \$20 per annum.
 Leave Burlington Saturday at 9½ a. m.; arrive at Sheetz's Mills by 11½ a. m.
 Leave Sheetz's Mills Saturday at 7 a. m.; arrive at Burlington by 9 a. m.

ROUTE No. 4505.

From Baker's Run to Howard's Lick, 19 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel McCauley.....	\$185, extend to Woodstown.
James H. Reynolds	165. Route changed; no guaranty.
R. H. McCleave	139.
Oliver J. Miller	80. <i>Accepted April 25, 1859.</i>

Contract made with Oliver J. Miller, dated April 25, 1859, at \$80 per annum.
 Leave Baker's Run Saturday at 6 a. m.; arrive at Howard's Lick by 12 m.
 Leave Howard's Lick Saturday at 1 p. m.; arrive at Baker's Run by 7 p. m.

ROUTE No. 4506.

From Moorefield to Greenland, 20 miles, and back, twice a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$288.
Lewis Nydegger.....	274.
	250.
J. & A. Landes.....	239.
A. W. Smith.....	212.
John Michael	197. <i>Accepted April 25, 1859.</i>

Contract made with John Michael, dated April 25, 1859, at \$197 per annum.
 Leave Moorefield Wednesday and Saturday at 1 p. m.; arrive at Greenland by 7 p. m.
 Leave Greenland Wednesday and Saturday at 6 a. m.; arrive at Moorefield by 12 m.

ROUTE No. 4507.

From Moorefield to Franklin, 41 miles, and back, three times a week.

Bidders' names.	Sum per annum.
James J. A. Trotter.....	\$1,490 00, if he gets No. 4456.
Robert H. McCleave.....	790 00, 000.
John Landes, jr.....	594 00, two-horse vehicle if necessary.
J. & A. Landes.....	547 99.
Martin Landes.....	540 00, one-horse carriage. <i>Accepted April 25, 1859.</i>
J. & A. Landes, (after time.)....	535 00, two-horse coach to Luney's Creek, and horse residue. (Received April 11, 1859.)

Contract made with Martin Landes, dated April 25, 1859, at 540 per annum.
 Leave Moorefield Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Franklin next days by 11 a. m.
 Leave Franklin Wednesday, Friday, and Sunday at 2 p. m.; arrive at Moorefield next days by 12 m.

ROUTE No. 4508.

From Luney's Creek to Seymoursville, 5½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
J. & A. Landes	\$99 98.
R. H. McCleave	99 00.
John Landes, jr	74 00.

(Not let.)

ROUTE No. 4509.

From Luney's Creek to Greenland, 19 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. B. Hill	\$149.
R. H. McCleave	149.
Samuel Laneby	147.
J. Landes, jr	119.
Jacob Hawk	112.
John Michael	99. <i>Accepted April 25, 1859.</i>

Contract made with John Michael, dated April 25, 1859, at \$99 per annum.

Leave Luney's Creek Wednesday at 6 a. m.; arrive at Greenland by 12 m.

Leave Greenland Wednesday at 1 p. m.; arrive at Luney's Creek by 7 p. m.

ROUTE No. 4510.

From Ketterman's to Sweedlin Hill, 24 miles, and back, once a week.

Bidders' names.	Sum per annum.
Isaac Boror	\$198 00, commence at Upper Tract.
R. H. McCleave	165 00.
Nathaniel Banjay	160 00.
Simeon Borrer	148 99, commence at Upper Tract.
Martin Landes	130 00.
John Pope	129 98, commence at Upper Tract.
J. & A. Landes	119 98.
	119 98.
John Landes, jr	119 00, commence at Upper Tract.
Nathan Banjay	100 00, commence at Upper Tract.

(Not let)

ROUTE No. 4511.

From Upper Tract to New Hampden, 41 miles, and back, once a week.

Bidders' names.	Sum per annum.
Adam Raines	\$297 00.
Tobias Raines	295 00.
Robert H McCleave	289 00.
Simeon Borer	237 99.
J. & A. Landes	234 98.
John Landes, jr	234 00.
Martin Landes	233 00. <i>Accepted April 25, 1859.</i>

Contract made with Martin Landes, dated April 25, 1859, at \$233 per annum.

Leave Upper Tract Thursday at 8 a. m.: arrive at New Hampden next day by 12 m.

Leave New Hampden Friday at 1 p. m.; arrive at Upper Tract next day by 5 p. m.

ROUTE No. 4512.

From Back Creek Valley to Wardensville, 30 miles, and back, with the privilege of omitting Capon Springs during its daily supply from Winchester.

Bidders' names.	Sum per annum.
R. H. McCleave	\$299 00.
Wm. McKay	249 50.
Amos Johnson	228 50.
Pugh, Pool & Johnson	214 75. <i>Accepted April 25, 1859.</i>
	212 50, omit Capon Springs going and Yellow Springs and High View returning.
	129 00, schedule changed; omit Capon Springs.

Contract made with Pugh, Pool & Johnson, dated April 25, 1859, at \$214 75 per annum.
 Leave Back Creek Valley Monday and Friday at 9 a. m.; arrive at Wardensville by 6 p. m.
 Leave Wardensville Tuesday and Saturday at 4 a. m.; arrive at Back Creek Valley by 12 m.

ROUTE No. 4513.

From Capon Bridge to Fabius, 32 miles, and back, once a week.

Bidders' names.	Sum per annum.
John A. Smith	\$250 00.
R. H. McCleave	190 00.
	200 00, commence at Back Creek Valley, and embrace Hook's Mills, omitting Capon Bridge.
Nathaniel Offutt	169 00, embrace Hook's Mills.
	149 00.
Pugh, Pool & Johnson	144 75.
	138 00. <i>Accepted April 25, 1859.</i>

Contract made with Pugh, Pool & Johnson, dated April 25, 1859, at \$138 per annum.
 Leave Capon Bridge Friday at 7 a. m.; arrive at Fabius by 6 p. m.
 Leave Fabius Saturday at 7 a. m.; arrive at Capon Bridge by 6 p. m.

ROUTE No. 4514.

From Capon Bridge to Hook's Mills, 5 miles, and back, once a week.

Bidders' names.	Sum per annum.
Balaam Eaton	\$23 25.
E. P. Ward	22 50.
(Not let.)	

ROUTE No. 4515.

From Capon Bridge to Slanesville, 13 miles, and back, twice a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$175.
John A. Smith	120.
Nathaniel Offutt	119.
Pugh, Pool & Johnson	98. <i>Accepted April 25, 1859.</i>

Contract made with Pugh, Pool & Johnson, dated April 25, 1859, at \$98 per annum.
 Leave Capon Bridge Wednesday and Saturday at 1 p. m.; arrive at Slanesville by 5 p. m.
 Leave Slanesville Wednesday and Saturday at 7 a. m.; arrive at Capon Bridge by 11 a. m.

ROUTE No. 4516.

From Gainesboro' to Unger's Store, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
Pugh, Pool & Johnson	\$148 75, extend over 4522 and 4523.
	58 75. <i>Accepted April 25, 1859.</i>
T. C. McCoole, (after time)	70 00. No guaranty. (Received April 6, 1859.)

Contract made with Pugh, Pool & Johnson, dated April 25, 1859, at \$58 75 per annum.
 Leave Gainesboro' Thursday at 8 a. m.; arrive at Unger's Store by 12 m.
 Leave Unger's Store Thursday at 1 p. m.; arrive at Gainesboro' by 5 p. m.

ROUTE No. 4517.

From Kerneysville to Middleway, 8 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Mealy & Candy	\$275, 000.
Ignatius Painter	250.
R. H. McCleave	195, 000.
James McIlvaigh	170. <i>Accepted April 25, 1859.</i>

Contract made with James McIlvaigh, dated April 25, 1859, at \$170 per annum.

Leave Kerneysville Tuesday, Thursday, and Saturday at 3 p. m.; arrive at Middleway by 5½ p. m.

Leave Middleway Tuesday, Thursday, and Saturday at 8½ a. m.; arrive at Kerneysville by 11 a. m.

ROUTE No. 4518.

From Kerneysville to Boonsboro', Md., 14 miles, and back, six times a week to Sharpsburg, and three times a week the residue.

Bidders' names.	Sum per annum.
Mealy & Candy	\$800, two-horse coach.
James McIlvaigh	500, two-horse coach; six times a week.
Andrew Heck	475.
James McIlvaigh	440, two-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with James McIlvaigh, dated April 25, 1859, at \$440 per annum.

Leave Kerneysville daily, except Sunday, at 3 p. m.; arrive at Sharpsburg by 5¼ p. m.

Leave Sharpsburg daily, except Sunday, at 8½ a. m.; arrive at Kerneysville by 11 a. m.

Leave Sharpsburg Monday, Wednesday, and Friday at 6 p. m.; arrive at Boonsboro' by 7½ p. m.

Leave Boonsboro' Monday, Wednesday, and Friday at 6 a. m.; arrive at Sharpsburg by 8 a. m.

ROUTE No. 4519.

From Martinsburg to Williamsport, Md., 12 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Mealy & Candy	\$570, four-horse coach.
	550, two-horse coach. <i>Accepted April 25, 1859.</i>
W. A. Wiswaner	448, insufficient mode.

Contract made with Mealy & Candy, dated April 25, 1859, at \$550 per annum.

Leave Martinsville daily, except Sunday, at 12 m.; arrive at Williamsport by 3 p. m.

Leave Williamsport daily, except Sunday, at 7 a. m.; arrive at Martinsburg by 10 a. m.

ROUTE No. 4520.

From Gerardstown to Martinsburg, 16 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Mealy & Candy	\$285 00.
R. H. McCleave	199 00.
George W. Everhart	160 00.
Pressley McDaniel	150 00.
James Aikens	149 50. <i>Accepted April 25, 1859.</i>

Contract made with James Aikens, dated April 25, 1859, at \$149 50 per annum.

Leave Gerardstown Wednesday and Saturday at 7 a. m.; arrive at Martinsburg by 12 m.

Leave Martinsburg Wednesday and Saturday at 3 p. m.; arrive at Gerardstown by 8 p. m.

ROUTE No. 4521.

From Hodgesville to Winchester, 34 miles, and back, twice a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$394.
Valentine Runk	300, end at Glengary.
Jeremiah Gwinn	225, end at Glengary.
Alfred H. Windham	220, end at Glengary.
Thomas Richards	201, end at Glengary.
Samuel Cornelius	175, end at Glengary.
James Aikens	165, commence at White Hall. <i>Accepted April 25,</i> 1859, as 4521a.
William W. Brannon	150, end at Glengary.
Michael Leopard	150, end at Glengary.
Joseph Stanley	140, end at Glengary.
George W. Everhart	135, end at Glengary.
John J. Brannon	130, end at Glengary. <i>Accepted April 25, 1859.</i>
(After time.)	
George A. Everhart	125, end at Glengary. (Received April 5, 1859.)
Thomas L. Harper	92, end at Jones's Springs. (Received April 5, 1859.)

Contract made with John J. Brannon, dated April 25, 1859, at \$130 per annum.

Leave Hedgesville Wednesday and Saturday at 1½ p. m.; arrive at Glengary by 7½ p. m.

Leave Glengary Wednesday and Saturday at 6½ a. m.; arrive at Hedgesville by 12½ p. m.

ROUTE No. 4521a.

From Winchester to White Hall, 8 miles, and back, twice a week.

Contract made with James Aikens, dated April 25, 1859, at \$165 per annum.

Leave Winchester Monday and Thursday at 5 p. m.; arrive at White Hall by 7 p. m.

Leave White Hall Monday and Thursday at 2 p. m.; arrive at Winchester by 4 p. m.

ROUTE No. 4522.

From Berkley Springs to Valley Mills, 5 miles, and back, once a week.

Bidder's name.	Sum per annum.
Samuel Johnson	\$35.
(Not let.)	

ROUTE No. 4523.

From Berkley Springs to Unger's Store, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$119.
Elijah Shade	84.
William Hobday	80.
Jonathan Barker	52.
Elijah Stottler	50. <i>Accepted April 25, 1859.</i>
Samuel Johnston	45.

Contract made with Elijah Stottler, dated April 25, 1859, at \$50 per annum.

Leave Berkley Springs Monday at 1 p. m.; arrive at Unger's Store by 6 p. m.

Leave Unger's Store Monday at 7 a. m.; arrive at Berkley Springs by 12 m.

ROUTE No. 4524.

From Patterson's Depot to Frankfort, 5 miles, and back, three times a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$274.
William Adams	225.
Richard Berry	195.
	150, three times a week.
William Adams	150, three times a week.
Simeon D. Long	174.
	100, three times a week. <i>Accepted April 25, 1859.</i>

Contract made with Simeon D. Long, dated April 25, 1859, at \$100 per annum.

Leave Patterson's Depot Tuesday, Thursday, and Saturday at 5 p. m.; arrive at Frankfort by 7 p. m.

Leave Frankfort Tuesday, Thursday, and Saturday at 2 p. m.; arrive at Patterson's Depot by 4 p. m.

ROUTE No. 4525.

From Salt Lick Falls to German Settlement, 10 miles, and back, twice a week.

Bidders' names.	Sum per annum.
G. W. Fraley	\$150.
R. H. McCleave	149.
John D. Stemple	136.
Wm. C. Wotring	125.
Isaac L. Painter	124.
Jacob A. Houser	100. <i>Accepted April 25, 1859.</i>

Contract made with Jacob A. Houser, dated April 25, 1859, at \$100 per annum.

Leave Salt Lick Falls Wednesday and Saturday at 9½ a. m.; arrive at German Settlement by ½ p. m.

Leave German Settlement Wednesday and Saturday at 6 a. m.; arrive at Salt Lick Falls by 9 a. m.

ROUTE No. 4526.

From Salt Lick Falls to Farmington, 32 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Wm. Benson	\$400, three times a week, ending at Bruceton Mills, omitting Farmington.
Bunting & Hall	325.
Samuel E. Crane	295, 000.
Geo. W. Burke	240, three times a week, end at Bruceton Mills.
	<i>Accepted Apr 1859.</i>
R. H. McCleave	239.
G. W. Fraley	195.
Geo. W. Burke	175.

Contract made with George W. Burke, dated April 25, 1859, at \$240 per annum.

Leave Salt Lick Falls Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Bruceton Mills by 6 p. m.

Leave Bruceton Mills Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Salt Lick Falls by 11 a. m.

ROUTE No. 4527.

From Rowlesburg to Leadsville, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
John A. Peters	\$600 00, twice a week to St. George.
Wm. H. Coberly	495 00.
R. H. McCleave	374 00.
Solomon Kalar	338 00.
John Jones	300 00.
	400 00, twice a week to St. George.
H. H. Wheeler	295 00.
James A. Hicks	244 00.
Daniel Harper	230 00.
John W. Ward	227 50.
Isaac Wilmoth	205 00.
Jacob Phares	205 00. <i>Accepted April 25, 1859.</i>
H. H. Wheeler	175 00, end at St. George.

Contract made with Jacob Phares, dated April 25, 1859, at \$205 per annum.

Leave Rowlesburg Wednesday at 5 a. m.; arrive at Leadsville by 9 p. m.

Leave Leadsville Tuesday at 5 a. m.; arrive at Rowlesburg by 9 p. m.

ROUTE No. 4528.

From St. George to Dry Fork, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$297.
R. H. McCleave	297.
John Jones	270.
A. D. Moore	259.
James W. Jones.....	220. <i>Accepted April 25, 1859.</i>

Contract made with James W. Jones, dated April 25, 1859, at \$220 per annum.

Leave St. George Thursday at 5 a. m.; arrive at Dry Fork by 7 p. m.

Leave Dry Fork Friday at 5 a. m.; arrive at St. George by 7 p. m.

ROUTE No. 4529.

From St. George to Meadowville, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$119.
Benjamin S. Talbott.....	100.
John Jones	90. <i>Accepted April 25, 1859.</i>

Contract made with John Jones, dated April 25, 1859, at \$90 per annum.

Leave St. George Thursday at 7 a. m.; arrive at Meadowville by 12 m.

Leave Meadowville Thursday at 1 p. m.; arrive at St. George by 6 p. m.

ROUTE No. 4530.

From Tunnelton to Kingwood, 10 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Edgar W. Stone	\$446.
John R. Stone.....	388.
Brockenbrough Stone.....	375.
James S. Morgan.....	325.
Wm. S Goodwin	319.
Andrew C. Stone	300.
Jacob Basnett.....	300, 000. <i>Accepted April 25, 1859.</i>

Contract made with Jacob Basnett, dated April 25, 1859, at \$300 per annum.

Leave Tunnelton daily, except Sunday, at 1 p. m.; arrive at Kingwood by 3½ p. m.

Leave Kingwood daily, except Sunday, at 8½ a. m.; arrive at Tunnelton by 11½ a. m.

ROUTE No. 4531.

From Kingwood to Somerfield, Pa., 62 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Joseph M. Goodwin	\$800.
Wm. R. Glison	700, schedule changed.
Jacob Crane	700, 000.
Bunting & Hall.....	700.
Jonathan Gnagg.....	470.
George W. Burke	468.
	458, in lieu of bid for 468.
Wm. Benson.....	450.
George W. Burke.....	312, twice a week.
William Benson.....	300, twice a week. <i>Accepted April 25, 1859.</i>

Contract made with William Benson, dated April 25, 1859, at \$300 per annum.

Leave Kingwood Wednesday and Saturday at 4 p. m.; arrive at Brandonville by 8 p. m.

Leave Brandonville, Tuesday and Friday at 6 a. m.; arrive at Somerfield by 10 a. m.

Leave Somerfield Tuesday and Friday at 2 p. m.

ROUTE No. 4532.

From Muddy Creek to Addison, 37 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$419.
Sam. E. Crane.....	400, 000.
Jacob S. Hyde.....	400, 000.
Bunting & Hall.....	385.
P. Dinan.....	397, 000.
Finley & Adams.....	319.
Wm. Browning.....	300.
Joseph Coddington.....	275.
Wm. T. Mitchell.....	259.
Thomas Liston.....	234. <i>Accepted April 25, 1859.</i>

Contract made with Thomas Liston, dated April 25, 1859, at \$234 per annum.

Leave Muddy Creek Wednesday at 8 a. m.; arrive at Addison by 7 p. m.

Leave Addison Thursday at 7 a. m.; arrive at Muddy Creek by 6 p. m.

ROUTE No. 4533.

From Raccoon to Evansville, 8 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William H. Moore.....	\$400, schedule changed.
R. H. McCleave.....	197.
Ebenezer Griffith.....	156.
William P. Fortney.....	150.
James E. Hanshaw.....	140. <i>Accepted April 25, 1859.</i>

Contract made with James E. Hanshaw, dated April 25, 1859, at \$140 per annum.

Leave Raccoon Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Evansville by 2½ p. m.

Leave Evansville Tuesday, Thursday, and Saturday at 10½ a. m.; arrive at Raccoon by 12 m.

ROUTE No. 4534.

From Evansville to Phillipa, 32 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert H. McCleave.....	\$290.
Isaac Gainer.....	255, twice a week.
Jefferson Lance.....	140.
John Gainer.....	139.
Barton H. Harris.....	130. <i>Accepted April 25, 1859.</i>

Contract made with Barton H. Harris, dated April 25, 1859, at \$130 per annum.

Leave Evansville Thursday at 6 a. m.; arrive at Phillipa by 5 p. m.

Leave Phillipa Wednesday at 7 a. m.; arrive at Evansville by 6 p. m.

ROUTE No. 4535.

From Fetterman to Webster, 6½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
Edgar W. Stone.....	\$450.
Matthew Creel.....	220. <i>Accepted April 25, 1859.</i>

Contract made with Matthew Creel, dated April 25, 1859, at \$220 per annum.

Leave Fetterman daily, except Sunday, at 2½ p. m.; arrive at Pruntytown by 3 p. m.

Leave Pruntytown daily, except Sunday, at 4½ p. m.; arrive at Webster by 5½ p. m.

Leave Webster daily, except Sunday, at 6 p. m.; arrive at Pruntytown by 7 p. m.

Leave Pruntytown daily, except Sunday, at 12 m.; arrive at Fetterman by 1 p. m.

ROUTE No. 4536.

From Webster to Beverly, 41 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Jefferson Earle.....	\$2,000, two-horse coach.
Harper & Phares.....	1,770, two-horse coach.
Wm. H. Coberly.....	1,700, two-horse coach.
Samuel L. Grosvener.....	1,560.
Jas. J. A. Trotter.....	1,400, two-horse coach if he gets No. 4398.
Jacob Z. Chadwick.....	1,200, 000.
Eldred Douglas.....	995.
Elam D. Talbott.....	980, two-horse coach. <i>Accepted April 25, 1859.</i>
Daniel Harper.....	800.

Contract made with Elam D. Talbott, dated April 25, 1859, at \$980 per annum.

Leave Webster Tuesday, Thursday, and Saturday at 5 a. m.; arrive at Beverly by 7 p. m.

Leave Beverly Monday, Wednesday, and Friday at 6 a. m.; arrive at Webster by 8 p. m.

ROUTE No. 4537.

From Leadsville to Mouth of Seneca, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$298.
Finley & Adams.....	293.
James A. Hicks.....	248.
Daniel Harper.....	240.
Isaac Wilmoth.....	195. <i>Accepted April 25, 1859.</i>

Contract made with Isaac Wilmoth, dated April 25, 1859, at \$195 per annum.

Leave Leadsville Thursday at 6 a. m.; arrive at Mouth of Seneca by 6 p. m.

Leave Mouth of Seneca Friday at 6 a. m.; arrive at Leadsville by 6 p. m.

ROUTE No. 4538.

From Clarksburg to Phillippa, 26 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. H. McCleave.....	\$199. <i>Accepted April 25, 1859.</i>
W. R. Lowther.....	90, commence at Romine's mills instead of Clarksburg.

Contract made with R. H. McCleave, dated April 25, 1859, at \$199 per annum.

Leave Clarksburg Friday at 9 a. m.; arrive at Phillippa by 5 p. m.

Leave Phillippa Saturday at 7 a. m.; arrive at Clarksburg by 3 p. m.

ROUTE No. 4539.

From Clarksburg to Buckhannon, 28 miles, and back, three times a week.

Bidders' names.	Sum per annum.
James T. Cummings.....	\$1,000, daily.
W. T. Kidd.....	800, twice a week, two-horse coach.
A. Poundstone.....	550.
K. Hopkins.....	540.
James F. Cummings.....	550.
William T. Kidd.....	500. <i>Accepted April 25, 1859.</i>

Contract made with William T. Kidd, dated April 25, 1859, at \$500 per annum.

Leave Clarksburg Monday, Wednesday, and Friday at 7 p. m.; arrive at Buckhannon next days by 12 m.

Leave Buckhannon Monday, Wednesday, and Friday at 9 a. m.; arrive at Clarksburg by 6 p. m.

ROUTE No. 4540.

From Clarksburg to Weston, 23 miles, and back, six times a week.

Bidder's names.	Sum per annum.
K. Hopkins	\$1,190, four-horse coach.
Ed. M. Tunstill	1,175, two or four-horse coach, as public may require.
Thomas Burke	980, two-horse coach.
John H. Kinseley	950, two-horse hack.
K. Hopkins	740, two-horse coach.
Jacob C. Nutter	649, four-wheel carriage.
K. Hopkins	590, 000.
John G. Shumate	580, 000. <i>Accepted April 25, 1859.</i>

Contract made with John G. Shumate, dated April 25, 1859, at \$580 per annum.
 Leave Clarksburg daily, except Sunday, at 8.30 a. m.; arrive at Weston by 1.30 p. m.
 Leave Weston daily, except Sunday, at 2 a. m.; arrive at Clarksburg by 7 a. m.

ROUTE No. 4541.

From Clarksburg to West Milford, 9 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John E. Woodward	\$103.
Jacob C. Nutter	98. <i>Accepted April 25, 1859.</i>

Contract made with Jacob C. Nutter, dated April 25, 1859, at \$98 per annum.
 Leave Clarksburg Wednesday and Saturday at 7 a. m.; arrive at West Milford by 10 a. m.
 Leave West Milford Wednesday and Saturday at 11 a. m.; arrive at Clarksburg by 2 p. m.

ROUTE No. 4542.

From West Milford to Oxford, 37 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert H. McCleave	\$296.
Jacob Allender	194. <i>Accepted April 25, 1859.</i>

Contract made with Jacob Allender, dated April 25, 1859, at \$194 per annum.
 Leave West Milford Thursday at 6 a. m.; arrive at Oxford by 7 p. m.
 Leave Oxford Wednesday at 6 a. m.; arrive at West Milford by 7 p. m.

ROUTE No. 4543.

From Kincheloe to Janelew, 6 miles, and back, once a week.

Bidders' names.	Sum per annum.
Rob't H. McCleave	\$90.
Andrew H. Davis	32.
(Not let.)	

ROUTE No. 4544.

From West Union to Weston, 31 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$284.
S. T. Burson	199.
Thos. J. Butler	168.
H. N. Davis	160.
James Welch	158.
Isaac Cumberledge	580, for four years, \$145 per annum. <i>Accepted April 25, 1859.</i>

Contract made with Isaac Cumberledge, dated April 25, 1859, at \$145 per annum.
 Leave West Union Wednesday at 7 a. m.; arrive at Weston by 5 p. m.
 Leave Weston Thursday at 6 a. m.; arrive at West Union by 4 p. m.

ROUTE No. 4545.

From West Union to Cox's Mills, 29 miles, and back, three times a week.

Bidders' names.	Sum per annum.	
Geo. W. Bush.....	\$800 00.	
F. Batten	600 00.	
Adam Bush.....	491 00.	
Jacob Allender.....	490 00.	
Michael S. Buste	490 00.	
Thomas J. Butler.....	485 00.	
Anthony Waggoner.....	474 00.	
James Welch	469 00.	
S. T. Burson.....	399 50.	
Galma Law.....	312 00.	Accepted April 25, 1859. White Oak to be embraced between Oxford and Beaver Creek, and pay increased to \$335 per annum.

Contract made with Galma Law, dated April 25, 1859, at \$335 per annum.
 Leave West Union Tuesday, Thursday, and Saturday at 7½ a. m.; arrive at Cox's Mills by 4½ p. m.
 Leave Cox's Mills Monday, Wednesday, and Friday at 9 a. m.; arrive at West Union by 6 p. m.

ROUTE No. 4546.

From Sistersville to West Union, 35 miles, and back, twice a week.

Bidders' names.	Sum per annum.	
Noble Stewart.....	\$432.	
E. H. Ullum.....	380.	
Thomas J. Butler	375.	
N. N. Davis	375.	
Michael Hallam	350.	
James Welch.....	325.	
Isaac Cumberledge.....	1,164, for four years.	Accepted April 25, 1859.

Contract made with Isaac Cumberledge, dated April 25, 1859, at \$291 per annum.
 Leave Sistersville Monday and Thursday at 7 a. m.; arrive at West Union by 6 p. m.
 Leave West Union Tuesday and Friday at 6 a. m.; arrive at Sistersville by 5 p. m.

ROUTE No. 4547.

From Pennsborough to North Bend Mills, 14 miles, and back, once a week.

Bidders' names.	Sum per annum.	
Michael Hallam & Son.....	\$75.	
Hiram Dook	70.	Accepted April 25, 1859.
Alex. C. Ullum.....	70.	

Contract made with Hiram Dook, dated April 25, 1859, at \$70 per annum.
 Leave Pennsborough Tuesday at 1 p. m.; arrive at North Bend Mills by 5 p. m.
 Leave North Bend Mills Tuesday at 7 a. m.; arrive at Pennsborough by 11 a. m.

ROUTE No. 4548.

From Middlebourne to Ellenborough, 26 miles, and back, once a week.

Bidders' names.	Sum per annum.	
Finley & Adams.....	\$283.	
R. H. McCleave.....	149.	
Wm. Baker	120.	
John Fletcher.....	119.	Accepted April 25, 1859.

Contract made with John Fletcher, dated April 25, 1859, at \$119 per annum.

Leave Middlebourne Tuesday at 6 a. m.; arrive at Ellenborough by 3 p. m.

Leave Ellenborough Tuesday at 4 p. m.; arrive at Middlebourne next day by 1 p. m.

ROUTE No. 4549.

From Ellenborough to Parkersburg, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hilry Pratt	\$400.
S. Dilworth	352.
Finley & Adams	343.
Jeremiah R. Douglas	300.
M. Hallam & Son	200. <i>Accepted April 25, 1859.</i>
John Starr	249.
Geo. W. Brohard	120, commence at Deer Walk.

Leave Ellenborough Wednesday at 6 a. m.; arrive at Parkersburg by 7 p. m.

Leave Parkersburg Thursday at 6 a. m.; arrive at Ellenborough by 7 p. m.

ROUTE No. 4550.

From Ritchie C. H. to Ellenborough, 5½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$243.
R. H. McCleave	130.
Michael Hallam & Son	125.
John Starr	114.
E. B. Leggett	89. <i>Accepted April 25, 1859.</i>

Contract made with E. B. Leggett, dated April 25, 1859, at \$89 per annum.

Leave Ritchie C. H. Tuesday, Thursday, and Saturday at ½ p. m.; arrive at Ellenborough by 2 p. m.

Leave Ellenborough Tuesday, Thursday, and Saturday at 2½ p. m.; arrive at Ritchie C. H. by 4 p. m.

ROUTE No. 4551.

From Ritchie C. H. to Webb's Mills, 13 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$444 00.
John B. Rogers	291 00, schedule changed.
John Starr	174 00.
Simon Hickman	93 50. <i>Accepted April 25, 1859, and reduce service to twice a week, and pay to \$64 per annum.</i>

Contract made with Simon Hickman, dated April 25, 1859, at \$64 per annum.

Leave Ritchie C. H. Tuesday, Thursday, and Saturday at 4 p. m.; arrive at Webb's Mills by 7 p. m.

Leave Webb's Mills Tuesday, Thursday, and Saturday at 12 m.; arrive at Ritchie C. H. by 3 p. m.

ROUTE No. 4552.

From Ritchie C. H. to Oxford, 14½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$170.
Jacob Allender	94.
S. Dilworth	79.
John Starr	78.
(Not let.)	

ROUTE No. 4553.

From St. Mary's to Ellenborough, 16½ miles, and back three times a week.

Bidders' names.	Sum per annum.
R. J. Crow.....	\$444, 000.
M. Hallam & Son.....	250.
Thomas Brown.....	230.
Jacob Shields.....	220, in writing.
Hilery Pratt.....	214.
Z. Cain.....	199.
Richard Kerwood.....	175. <i>Accepted April 25, 1859.</i>

Contract made with Richard Kerwood, dated April 25, 1859, at \$175 per annum.

Leave St. Mary's Monday, Wednesday, and Friday at 8 a. m.; arrive at Ellenborough by 12 m.

Leave Ellenborough Monday, Wednesday, and Friday at 1 p. m.; arrive at St. Mary's by 5 p. m.

ROUTE No. 4554.

From Walker to Wirt C. H., 18 miles, and back, three times a week.

Bidders' names.	Sum per annum.
R. J. Crow.....	\$470, 000.
William Wells.....	400.
Finley & Adams.....	397.
Jesse C. Roach.....	368.
John J. Cohen.....	312, changed schedule.
John Fisher.....	295.
Reuben Devaughn.....	274.
Greenville Marshall.....	270.
B. P. Marshall.....	270.
John McManus.....	260. <i>Accepted April 25, 1859.</i>

Contract made with John McManus, dated April 25, 1859, at \$260 per annum.

Leave Walker Monday, Wednesday, and Friday at 7 a. m.; arrive at Wirt C. H. by 12 m.

Leave Wirt C. H. Monday, Wednesday, and Friday at 1 p. m.; arrive at Walker by 6 p. m.

ROUTE No. 4555.

From Wirt C. H. to Glenville, 54 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$543 00.
S. T. Burson.....	399 75.
Robert J. Ball.....	284 00.
Cornelius Gainer.....	197 00.
John M. Westfall.....	179 00. <i>Accepted April 25, 1859.</i>

Contract made with John M. Westfall, dated April 25, 1859, at \$179 per annum.

Leave Wirt C. H. Tuesday at 6 a. m.; arrive at Glenville next day by 12 m.

Leave Glenville Wednesday at 1 p. m.; arrive at Wirt C. H. next day by 7 p. m.

ROUTE No. 4556.

From Wirt C. H. to Spencer, 29 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$273.
William Wells.....	225.
S. T. Burson.....	199.
Elijah Wees.....	177.
J. W. Cain.....	149. <i>Accepted April 25, 1859.</i>

Contract made with J. W. Cain, dated April 25, 1859, at \$149 per annum.

Leave Wirt C. H. Saturday at 6 a. m.; arrive at Spencer by 5 p. m.

Leave Spencer Friday at 7 a. m.; arrive at Wirt C. H. by 6 p. m.

ROUTE No. 4557.

From Wirt C. H. to Reedyville, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$271.
William Wells.....	200.
William C. Wells.....	170.
Thomas H. Marshall.....	116. <i>Accepted April 25, 1859.</i>

Contract made with Thomas H. Marshall, dated April 25, 1859, at \$116 per annum.

Leave Wirt C. H. Tuesday at 7 a. m.; arrive at Reedyville by 3 p. m.

Leave Reedyville Tuesday at 4 p. m.; arrive at Wirt C. H. next day by 2 p. m.

ROUTE No. 4558.

From Wirt C. H. to Murfreesville, 29 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Wells.....	\$200.
R. H. McCleave.....	199.
William C. Wells.....	180.
Thomas H. Marshall.....	124. <i>Accepted April 25, 1859.</i>

Contract made with Thomas H. Marshall, dated April 25, 1859, at \$124 per annum.

Leave Wirt C. H. Thursday at 7 a. m.; arrive at Murfreesville by 6 p. m.

Leave Murfreesville Friday at 7 a. m.; arrive at Wirt C. H. by 6 p. m.

ROUTE No. 4559.

From Parkersburg to Wirt C. H., 21½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Andrew Stuart.....	\$245, 000.
Finley & Adams.....	187.
William Wells.....	125.
John Fisher.....	120.
William C. Wells.....	120.
Thomas H. Marshall.....	86. <i>Accepted April 25, 1859.</i>

Contract made with Thomas H. Marshall, dated April 25, 1859, at \$86 per annum.

Leave Parkersburg Saturday at 1 p. m.; arrive at Wirt C. H. by 8 p. m.

Leave Wirt C. H. Saturday at 5 a. m.; arrive at Parkersburg by 12 m.

ROUTE No. 4560.

From Parkersburg to Jackson C. H., 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
John A. Barnett.....	\$394.
James T. Holden.....	349.
Joseph Smith.....	325.
Charles Carney.....	225. <i>Accepted April 25, 1859.</i>

Contract made with Charles Carney, dated April 25, 1859, at \$225 per annum.

Leave Parkersburg Friday at 4 a. m.; arrive at Jackson C. H. by 7 p. m.

Leave Jackson C. H. Thursday at 4 a. m.; arrive at Parkersburg by 7 p. m.

ROUTE No. 4561.

From Parkersburg to Pomeroy, 60 miles, and back, three times a week in steamboats, with the privilege of supplying the offices during suspension of navigation on the Ohio river twice a week by any other adequate mode of conveyance.

Bidders' names.	Sum per annum.
Andrew Stuart.....	\$2,990.
Murray & Brown.....	2,200.
(Not let.)	

ROUTE No. 4562.

From Parkersburg to Jackson C. H., 55 miles, and back, once a week. Proposals for a second weekly trip invited.

Andrew Stuart.....	\$500, 000.
	794, 000, twice a week.
Isaac B. Kinhead.....	458, 000.
John E. Goodwin.....	400, commence at Ravenswood, and omit Pleasant View.
James F. Holden.....	395. <i>Accepted April 25, 1859.</i>
John A. Barnett.....	325, commence at Ravenswood; three times a week; two-horse coach when roads are passable, omitting Pleasant View.
Edward Maguire.....	309, three times a week; commence at Ravenswood; hack, with privilege of horse; omit Pleasant View.
J. C. Vandine.....	293, three times a week; commence at Ravenswood, omitting Pleasant View.
Edward Maguire.....	245, Ravenswood to Jackson C. H., omitting Pleasant View; three times a week, to connect with No. 4561.
Charles Carney.....	104, coaches; commence at Ravenswood.
	200, coaches; commence at Ravenswood; twice a week.
	300, coaches; commence at Ravenswood; three times a week.

Contract made with James F. Holden, dated April 25, 1859, at \$395 per annum.

Leave Parkersburg Wednesday at 7 a. m.; arrive at Jackson C. H. next day by 12 m.

Leave Jackson C. H. Thursday at 1 p. m.; arrive at Parkersburg next day by 8 p. m.

ROUTE No. 4563.

From Parkersburg to New England, 11 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$143.
Asa Pease.....	80.
William Rhoads.....	53.
	50.

(Not let)

ROUTE No. 4564.

From Jackson C. H. to Apple Grove, 14 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Benjamin Rollins.....	\$180. <i>Accepted April 25, 1859.</i>

Contract made with Benjamin Rollins, dated April 25, 1859, at \$180 per annum.

Leave Jackson C. H. Tuesday and Friday at 7 a. m.; arrive at Apple Grove by 12 m.

Ceave Apple Grove Tuesday and Friday at 1 p. m.; arrive at Jackson C. H. by 6 p. m.

ROUTE No. 4565.

From Jackson C. H. to Mud Bridge, 51 miles, and back, once a week.

Bidders' names.	Sum per annum.
Adam Harpah.....	\$549.
John A. Bonnett.....	249. <i>Accepted April 25, 1859.</i>

Contract made with John A. Bonnett dated April 25, 1859, at \$249 per annum.

Leave Jackson C. H. Friday at 4 a. m.; arrive at Mud Bridge next day by 12 m.

Leave Mud Bridge Saturday at 1 p. m.; arrive at Jackson C. H. next day by 9 p. m.

ROUTE No. 4566.

From Jackson C. H. to Arnoldsburg, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$343.
Joseph Smith.....	300.
George W. Fore.....	225.
Benjamin Rollins.....	200.
George W. Hickel.....	190.
E. G. Norman.....	150. <i>Accepted April 25, 1859.</i>

Contract made with E. G. Norman, dated April 25, 1859, at \$150 per annum.

Leave Jackson C. H. Friday at 6 a. m.; arrive at Arnoldsburg by 6 p. m.

Leave Arnoldsburg Saturday at 6 a. m.; arrive at Jackson C. H. by 6 p. m.

ROUTE No. 4567.

From Jackson C. H. to Walton, 32 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$283.
Adam Harpah.....	399.
James M. Costo.....	280.
William Johns.....	230.
Charles Carney.....	205.
Isom C. Vandine.....	174.
John Welch.....	150, Ripley to Walton.
James M. Sergeant.....	119. <i>Accepted April 25, 1859.</i>

Contract made with James M. Sergeant, dated April 25, 1859, at \$119 per annum.

Leave Jackson C. H. Friday at 7 a. m.; arrive at Walton by 6 p. m.

Leave Walton Saturday at 7 a. m.; arrive at Jackson C. H. by 6 p. m.

ROUTE No. 4568.

From Arnoldsburg to Newton, 23 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$243.
Leonard King.....	90.
E. G. Norman.....	89. <i>Accepted April 25, 1859.</i>
Rufus Knotts, (after time).....	100. (Received April 4, 1859.)

Contract made with E. G. Norman, dated April 25, 1859, at \$89 per annum.

Leave Arnoldsburg Sunday at 12 m.; arrive at Newton next day by 9 a. m.

Leave Newton Monday at 10 a. m.; arrive at Arnoldsburg by 6 p. m.

ROUTE No. 4569.

From Spencer to Sissonville, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$296 00.
J. W. Cain.....	198 00.
David Shirkey.....	180 00.
James M. Sergeant.....	140 00.
Joseph Carney.....	139 00.
William Berry.....	137 50.
Elijah Wees.....	135 00.
(Not let.)	

ROUTE No. 4570.

From Spencer to Ravenswood, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$293 00.
M. J. Thompson.....	168 00.
Elijah Wees.....	160 00.
Joseph Stewart.....	139 50.
William W. Agabrite.....	149 00.
A. G. Ingraham.....	139 00.
James M. Sergeant.....	129 00.
Stewart S. Ingraham.....	128 00.
Dr. G. Boone.....	126 00. <i>Accepted April 25, 1859.</i>

Contract made with Dr. G. Boone, dated April 25, 1859, at \$126 per annum.

Leave Spencer Wednesday at 7 a. m.; arrive at Ravenswood by 6 p. m.

Leave Ravenswood Thursday at 7 a. m.; arrive at Spencer by 6 p. m.

ROUTE No. 4571.

From Benton's Ferry to Shinnston, 12 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Joseph H. Lambert.....	\$175.
Joseph S. Morris.....	130. <i>Accepted April 25, 1859.</i>

Contract made with Joseph S. Morris, dated April 25, 1859, at \$130 per annum.

Leave Benton's Ferry Tuesday and Saturday at 3 p. m.; arrive at Shinnston by 7 p. m.

Leave Shinnston Tuesday and Saturday at 10 a. m.; arrive at Benton's Ferry by 2 p. m.

ROUTE No. 4572.

From Fairmont to Clarksburg, 28 miles, and back, twice a week,

Bidders' names.	Sum per annum.
Samuel C. Boggress.....	\$400.
E. C. Patten.....	294.
Henry Nicholls.....	290.
James Jackson.....	225, end at Lumberport. <i>Accepted April 25, 1859.</i>

Contract made with James Jackson, dated April 25, 1859, at \$225 per annum.

Leave Fairmont Wednesday and Saturday at 1 p. m.; arrive at Lumberport by 7 p. m.

Leave Lumberport Wednesday and Saturday at 6 a. m.; arrive at Fairmont by 12 m.

ROUTE No. 4573.

From Fairmont to Morgantown, 20 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Bunting & Hall.....	\$2,500, for this and Nos. 4574, 4575, and 4576.
Alexander Hays.....	450, two-horse coach.
Charles Wallace.....	399, two-horse hack.
E. Bright.....	200, 000. <i>Accepted April 25, 1859.</i>
Manliff Hayes.....	(No sum named.)

Contract made with E. Bright, dated April 25, 1859, at \$200 per annum.

Leave Fairmont Monday, Wednesday, and Friday at 7 a. m.; arrive at Morgantown by 1 p. m.

Leave Morgantown Monday, Wednesday, and Friday at 1½ p. m.; arrive at Fairmont by 7½ p. m.

ROUTE No. 4574.

From Fairmont to Morgantown, 19 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Bunting & Hall.....	\$2,500, for this and Nos. 4573, 4575, and 4576.
Alexander Hays.....	450, two-horse coach.

Bidders' names.	Sum per annum.
Charles Wallace	\$399, two-horse hacks.
M. Hayes.....	275, two-horse coach.
Elcano Bright.....	200, 200 . <i>Accepted April 25, 1859.</i>

Contract made with Elcano Bright, dated April 25, 1859, at \$200 per annum.

Leave Fairmont Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Morgantown by 1 p. m.

Leave Morgantown Tuesday, Thursday, and Saturday at 1½ p. m.; arrive at Fairmont by 7½ p. m.

ROUTE No. 4575.

From Palatine to Forksburg, 8 miles, and back, once a week. Proposals to commence at Meredith's Tavern, omitting Palatine, invited.

Bidders' names.	Sum per annum.
Bunting & Hall.....	\$2,500 00, for this and Nos. 4573, 4574, and 4576.
Alpheus May	37 50, commence at Meredith's Tavern.
William A. Downey.....	50 00.
	35 00, commence at Meredith's Tavern.
J. H. Kincaid	34 00, commence at Meredith's Tavern.
Marcus Morgan	48 00.
	30 00, commence at Meredith's Tavern. <i>Accepted April 25, 1859.</i>

Contract made with Marcus Morgan, dated April 25, 1859, at \$30 per annum.

Leave Meredith's Tavern Saturday at 1 p. m.; arrive at Forksburg by 3 p. m.

Leave Forksburg Saturday at 10 a. m.; arrive at Meredith's Tavern by 12 m.

ROUTE No. 4576.

From Morgantown to Uniontown, Pennsylvania, 26 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Bunting & Hall	\$2,500, for this and Nos. 4573, 4574, and 4575.
Alexander Hayes	525, two-horse coach.
Charles Wallace	500.
Manliff Hayes.....	345, two-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with Manliff Hayes, dated April 25, 1859, at \$345 per annum.

Leave Morgantown Wednesday and Saturday at 1½ p. m.; arrive at Uniontown by 9 p. m.

Leave Uniontown Wednesday and Saturday at 5 a. m.; arrive at Morgantown by ½ p. m.

ROUTE No. 4577.

From Morgantown to Uniontown, 25 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Alexander Hayes	\$525, two-horse coach.
Charles Wallace.....	500.
Manliff Hayes.....	345, two-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with Manliff Hayes, dated April 25, 1859, at \$345 per annum.

Leave Morgantown Monday and Friday at 1½ p. m.; arrive at Uniontown by 9 p. m.

Leave Uniontown Monday and Friday at 5 a. m.; arrive at Morgantown by ½ p. m.

ROUTE No. 4578.

From Morgantown to Burton, 41 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$343.
John E. Dent	260.
Levi E. Mercer.....	240. <i>Accepted April 25, 1859.</i>

Contract made with Levi E. Mercer, dated April 25, 1859, at \$240 per annum.

Leave Morgantown Monday at 4 a. m.; arrive at Burton by 7 p. m.

Leave Burton Tuesday at 4 a. m.; arrive at Morgantown by 7 p. m.

ROUTE No. 4579.

From Morgantown to Brownsville, Pennsylvania, 37 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$315.
Alfred Myers.....	300.
George Weaver.....	249.
Alfred Myers.....	220, schedule changed.
Levi E. Mercer.....	190. <i>Accepted April 25, 1859.</i>

Contract made with Levi E. Mercer, dated April 25, 1859, at \$190 per annum.

Leave Morgantown Friday at 6 a. m.; arrive at Brownsville by 7 p. m.

Leave Brownsville Saturday at 6 a. m.; arrive at Morgantown by 7 p. m.

ROUTE No. 4580.

From Morgantown to Waynesburg, Pennsylvania, 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$283.
George Weaver.....	193.
John E. Dent.....	180, or 200, and return by Cassville.
Levi E. Mercer.....	149. <i>Accepted April 25, 1859.</i>

Contract made with Levi E. Mercer, dated April 25, 1859, at \$149 per annum.

Leave Morgantown Wednesday, at 6 a. m.; arrive at Waynesburg by 5 p. m.

Leave Waynesburg Thursday at 6 a. m.; arrive at Morgantown by 5 p. m.

ROUTE No. 4581.

From Morgantown to Kingwood, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$297.
R. H. McCleave.....	265.
James L. Morgan.....	200, schedule changed.
B. Stone.....	175.
Andrew J. Kincaid.....	170.
James L. Stone.....	170.
Charles B. Fawcett.....	170.
Jacob Basnett.....	164, 000.
Clabourn B. Stone.....	130. <i>Accepted April 25, 1859.</i>

Contract made with Clabourn B. Stone, dated April 25, 1859, at \$130 per annum.

Leave Morgantown Friday at 7 a. m.; arrive at Kingwood by 6 p. m.

Leave Kingwood Saturday at 7 a. m.; arrive at Morgantown by 6 p. m.

ROUTE No. 4582.

From Barracksville to Blacksville, 22½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$273.
Andrew Barnhouse.....	145.
Henry Nichols.....	134. <i>Accepted April 25, 1859.</i>

Contract made with Henry Nichols, dated April 25, 1859, at \$134 per annum.

Leave Barracksville Monday at 6 a. m.; arrive at Blacksville by 2 p. m.

Leave Blacksville Monday at 4 p. m.; arrive at Barracksville next day by 12 m.

ROUTE No. 4583.

From Barracksville to Basnettsville, 8 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joueer Youst.....	\$60.
Thomas P. Boggess.....	48. <i>Accepted April 25, 1859.</i>
	94, twice a week.

Contract made with Thomas P. Boggess, dated April 25, 1859, at \$48 per annum.
 Leave Barracksville Saturday at 9½ a. m. ; arrive at Basnettsville by 12 m.
 Leave Basnettsville Saturday at 6½ a. m. ; arrive at Barracksville by 9 a. m.

ROUTE No. 4584.

From Mannington to Lumberport, 17 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert H. McCleave.....	\$167.
Richard Lyons.....	100.
David P. Boggess.....	98.
D. R. Snyder.....	95.
Nathan Baker.....	89.
Henry T. Floyd.....	80.
Jacob B. Morgan.....	74.
John J. Glendenning.....	60. <i>Accepted April 25, 1859.</i>

Contract made with John J. Glendenning, dated April 25, 1859, at \$60 per annum.
 Leave Mannington Saturday at 12 m. ; arrive at Lumberport by 5 p. m.
 Leave Lumberport Saturday at 6 a. m. ; arrive at Mannington by 11 a. m.

ROUTE No. 4585.

From Mannington to West Union, 45 miles and back, once a week.

Bidders' names.	Sum per annum.
Thomas J. Butler.....	\$385.
N. N. Davis.....	375.
Samuel Beverlin.....	360.
Frederick Gump.....	325.
James Welsh.....	275.
(Not let.)	

ROUTE No. 4586.

From Mannington to New Martinsville, 44 miles, and back, once a week.

Bidders' names.	Sum per annum.
Henry T. Floyd.....	\$200 00.
John C. Watson.....	144 00.
D. R. Snyder.....	195 00.
Thomas McQuown.....	190 00.
James Gump.....	185 00.
William Huff.....	185 00.
Henry B. Furber.....	184 25.
Colman Boggess.....	183 00.
Jacob B. Morgan.....	174 00.
John J. Glendenning.....	169 00. <i>Accepted April 25, 1859.</i>

Contract made with John J. Glendenning, dated April 25, 1859, at \$169 per annum.
 Leave Mannington Tuesday at 5 a. m. ; arrive at New Martinsville by 7 p. m.
 Leave New Martinsville Wednesday at 4 a. m. ; arrive at Mannington by 6 p. m.

ROUTE No. 4587.

From Beatty's Mills to Ripley's, 31 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$290.
R. H. McCleave.....	239.
Frederick Gump.....	200.
John J. Glendenning.....	145. <i>Accepted April 25, 1859.</i>

Contract made with John J. Glendenning, dated April 25, 1859, at \$145 per annum.
 Leave Beatty's Mills Tuesday at 8 a. m. ; arrive at Ripley's by 7 p. m.
 Leave Ripley's Wednesday at 6 a. m. ; arrive at Beatty's Mills by 4 p. m.

ROUTE No. 4588.

From Lumberport to Ripley's, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$343.
Richard Lyons.....	208.
John J. Glendenning.....	170. <i>Accepted April 25, 1859.</i>

Contract made with John J. Glendenning, dated April 25, 1859, at \$170 per annum.
 Leave Lumberport Monday at 6 a. m. ; arrive at Ripley's by 7 p. m.
 Leave Ripley's Tuesday at 6 a. m. ; arrive at Lumberport by 7 p. m.

ROUTE No. 4589.

From Middlebourne to New Martinsville, 14 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Gorby.....	\$95.
William Huff.....	84, schedule proposed.
John N. Martin.....	84. <i>Accepted April 25, 1859.</i>

Contract made with John N. Martin, dated April 25, 1859, at \$84 per annum.
 Leave Middlebourne Saturday at 12 m. ; arrive at New Martinsville by 4 p. m.
 Leave New Martinsville Saturday at 7 a. m. ; arrive at Middlebourne by 11 a. m.

ROUTE No. 4590.

From Belton to New Martinsville, 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$287.
Stephen Roberts.....	200.
John N. Martin.....	200.
William Gorby.....	195.
William Huff.....	190.
William E. Parriott.....	170.
(Not let.)	

ROUTE No. 4591.

From Belton to Woodlands, 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$287.
William E. Parriott.....	150. <i>Accepted April 25, 1859.</i>

Contract made with William E. Parriott, dated April 25, 1859, at \$150 per annum.
 Leave Belton Tuesday at 8 a. m. ; arrive at Woodlands by 6 p. m.
 Leave Woodlands Wednesday at 6 a. m. ; arrive at Belton by 4 p. m.

ROUTE No. 4592.

From Glen Easton to Beeler's Station, 8 miles, and back, twice a week.

Bidders' names.	Sum per annum.
R. H. McCleave	\$188.
John Martin, (after time).....	120.
	100, omit Fort Ridge.
	60, once a week.
	50, once a week, omit Fort Ridge.

Contract ordered and made with John Martin, dated May 28, 1859, at \$50 per annum for once-a-week service.

Leave Glen Easton Saturday at 11 a. m. ; arrive at Beeler's Station by 2 p. m.
 Leave Beeler's Station Saturday at 7 a. m. ; arrive at Glen Easton by 10 a. m.

ROUTE No. 4593.

From Wheeling to Parkersburg, 94 miles, and back, three times a week in steamboats, with the privilege of supplying the offices during suspension of navigation with certainty, celerity, and security.

Bidders' names.	Sum per annum.
John R. Booth -----	\$2,400. 2,480. <i>Accepted April 25, 1859.</i> Steamboats three times a week during navigation, and three times a week ^{ooo} residue, going trip in thirteen hours, advertised time returning.
<i>After time.</i>	2,480, ^{ooo} .
James H. Roberts -----	2,650, steamboats. (Received April 9, 1859.)
John Fink -----	3,100. (Received April 5, 1859.)

Contract made with John R. Booth, dated April 25, 1859, at \$2,480 per annum.

Leave Wheeling Monday, Wednesday, and Friday at 10 a. m.; arrive at Parkersburg next days by 6 a. m.

Leave Parkersburg Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Wheeling next days by 5 a. m.

ROUTE No. 4594.

From Wheeling to Ryerson's Station, 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
Andrew Stuart -----	\$594, two-horse hack.
Samuel Humes -----	270. <i>Accepted April 25, 1859.</i>

Contract made with Samuel Humes, dated April 25, 1859, at \$270 per annum.

Leave Wheeling Friday at 7 a. m.; arrive at Ryerson's Station by 5 p. m.

Leave Ryerson's Station Saturday at 6 a. m.; arrive at Wheeling by 4 p. m.

ROUTE No. 4595.

From Wheeling to Bethany, 17½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
Samuel Humes -----	\$520.
Garret Steel -----	500.
Andrew Stuart -----	489, ^{ooo} . <i>Accepted April 25, 1859.</i>
E. M. P. Rose -----	472.
<i>After time.</i>	
B. W. Roberts -----	500. (Received April 8, 1859)
John Hepler -----	448. (Received April 8, 1859.)

Contract made with Andrew Stuart, dated April 25, 1859, at \$489 per annum.

Leave Wheeling Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Bethany by 6 p. m.

Leave Bethany Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Wheeling by 12 m.

ROUTE No. 4596.

From Wellsburg to West Alexandria, Pennsylvania, 15 miles, and back, three times a week to Bethany, and twice a week the residue.

Bidders' names.	Sum per annum.
Andrew Stuart -----	\$449, ^{ooo} .
Garret Steel -----	200, end at Bethany.
Elias M. Rose -----	316.
	200, commence at Bethany.
B. W. Roberts, (after time) -----	200, commence at Bethany. (Received April 5, 1859.)
	300, commence at Bethany. (Received April 5, 1859)

(Not let.)

ROUTE No. 4597.

From Freeman's Landing to Jeddo, 1 mile, and back, six times a week.

Bidders' names.	Sum per annum.
Charles Bradley	\$90.
Hugh Porter	75.
Andrew J. F. Kerr	72. <i>Accepted April 25, 1859.</i>

Contract made with Andrew J. F. Kerr, dated April 25, 1859, at \$72 per annum.
 Leave Freeman's Landing daily, except Sunday, at 7 a. m.; arrive at Jeddo by 7½ a. m.
 Leave Jeddo daily, except Sunday, at 7¼ a. m.; arrive at Freeman's Landing by 8¼ a. m.

ROUTE No. 4598.

From New Cumberland to Elliottsville, 1¼ miles, and back, six times a week.

Bidders' names.	Sum per annum.
Andrew Stuart	\$199, 000.
Ephraim Atkinson	150. <i>Accepted April 25, 1859.</i>

Contract made with Ephraim Atkinson, dated April 25, 1859, at \$150 per annum.
 Leave New Cumberland daily, except Sunday, at 9 a. m.; arrive at Elliottsville by 10½ a. m.
 Leave Elliottsville daily, except Sunday, at 11 a. m.; arrive at New Cumberland by ½ p. m.

ROUTE No. 4599.

From Fairview to Wellsville, 7 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Andrew Stuart	\$449, 000.
Samuel Reed	350.
Samuel C. Hibbetts	312. No guaranty.
P. Houston	310. No guaranty.
Alexander D. Pugh	300.
O. P. Walker	290, schedule proposed.
James H. Hibbetts	275. No guaranty.
Robert Campbell	275.
Elijah Marshall	272.
Henry Farnsworth	249.
Andrew J. Moore	247. <i>Accepted April 25, 1859.</i>
Ephraim Atkinson	150, end at New Cumberland.

Contract made with Andrew J. Moore, dated April 25, 1859, at \$247 per annum.
 Leave Fairview daily, except Sunday, at 9½ a. m.; arrive at Wellsville by 12 m.
 Leave Wellsville daily, except Sunday, at 1 p. m.; arrive at Fairview by 3½ p. m.

ROUTE No. 4600.

From California to Smithville, — miles, and back, once a week.

Bidders' names.	Sum per annum.
William Delworth	\$350 00, end at Wells' Mills; distance 55 miles.
John B. Rogers	249 00, distance 41 miles.
James C. Springston	195 50, distance 35 miles.
A. G. Ingraham	198 00, distance 35 miles.
(Not let.)	

ROUTE No. 4601.

From Lynchburg to Goodson, 205 miles, and back, daily.

Contract made with Virginia and Tennessee Railroad Company, dated July 27, 1859, at \$41,000 per annum.

NORTH CAROLINA.

ROUTE No. 5001.

From Weldon to Wilmington, 162 miles, and back, twice daily.

Contract made with the Wilmington and Weldon Railroad Co., dated July 27, 1859, at \$48,600 per annum.

ROUTE No. 5002.

From Garysburg to Plymouth, 72 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John & George Parker.....	\$1,475.
Benjamin Wall.....	1,350. <i>Accepted April 25, 1859.</i>

Contract made with Benjamin Wall, dated April 25, 1859, at \$1,350 per annum.

Leave Garysburg Monday, Wednesday, and Friday at 3 a. m.; arrive at Plymouth by 8 p. m.

Leave Plymouth Tuesday, Thursday, and Saturday at 3 a. m.; arrive at Garysburg by 8 p. m.

ROUTE No. 5003.

From Enfield to Hamilton, 37 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Bennet S. Baker	\$1,300.
Simon Parker	936.
James D. Groves.....	894, sulky.
William H. Gillikin.....	849.
Micajah Low.....	846.
Thomas E. Huff	836.
Nathaniel Dunn.....	799. <i>Accepted April 25, 1859.</i>
J. J. B. Pender, (after time).....	600, guaranty informal. (Received April 5, 1859.)

Contract made with Nathaniel Dunn, dated April 25, 1859, at \$799 per annum.

Leave Enfield Tuesday, Thursday, and Saturday at 2 p. m.; arrive at Hamilton by 10 p. m.

Leave Hamilton Monday, Wednesday and Friday at 4 a. m.; arrive at Enfield by 12 m.

ROUTE No. 5004.

From Endfield, Heathsville, Briakleyville, &c., to Enfield, equal to 17 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Jesse Butts	\$500, too high ; \$340 offered and accepted.
Jesse Reed, (after time).....	150. No guaranty. (Received April 14, 1859.)

Contract made with Jesse Butts, dated May 9, 1859, at \$340 per annum.

Leave Enfield Tuesday and Friday at 6 a. m.; arrive at Enfield by 6 p. m.

ROUTE No. 5005.

Battleboro to Mount Prospect, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
Willis Bradley, (after time).....	\$175.
	200, twice a week. (Received June 29, 1859.)

(Not let.)

ROUTE No. 5006.

From Rocky Mount to Greenville, 44 miles, and back, six times a week to Tawboro', and three times a week residue.

Bidders' names.	Sum per annum.
Tyer & Pippin.....	\$3,600, two-horse hack.
Murdoch McKinnon.....	2,100, two-horse coach to Tawboro', residue sulky.
J. C. Blocker.....	1,800, two-horse stages to Tawboro', residue sulky.
Hicks & Thigpen.....	1,460. No certificate.
Robert H. Rowe.....	1,200, two-horse coach to Tawboro', buggy residue.
J. J. B. Pender.....	1,145, two-horse coach to Tawboro', buggy residue.
	1,045, two-horse vehicle to Tawboro'.
Epinetus Cromwell.....	1,000, two-horse vehicle to Tawboro', buggy residue.
	<i>Accepted April 25, 1859.</i>

Contract made with Epinetus Cromwell, dated April 25, 1859, at \$1,000 per annum.

Leave Rocky Mount daily, except Sunday, at 3 p. m.; arrive at Tawboro' by 7 p. m.

Leave Tawboro' daily, except Sunday, at 7 a. m.; arrive at Rocky Mount by 11 a. m.

Leave Tawboro' Monday, Wednesday, and Friday at 5 a. m.; arrive at Greenville by 12 m.

Leave Greenville Tuesday, Thursday, and Saturday at 10 a. m.; arrive at Tawboro' by 5 p. m.

ROUTE No. 5007.

From Rocky Mount to Louisburg, 48 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Joseph R. Lee.....	\$1,300, ***.
Joseph M. Taylor.....	1,140.
Young & Bartholomew.....	800.
Augustus E. Bobbitt.....	774.
John M. Stallings.....	739.
James Dent.....	694. <i>Accepted April 25, 1859.</i>

Contract made with James Dent, dated April 25, 1859, at \$694 per annum.

Leave Rocky Mount Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Louisburg by 6 p. m.

Leave Louisburg Monday, Wednesday, and Friday at 6 a. m.; arrive at Rocky Mount by 6 p. m.

ROUTE No. 5008.

From Wilson to Washington, 60½ miles, and back, six times a week.

Bidders' names.	Sum per annum.
B. F. & J. Havens.....	\$2,400, four-horse coach to Greenville, steamboat residue. <i>Accepted April 25, 1859.</i>
J. J. B. Pender, (after time).....	2,400. (Received April 5, 1859.)

Contract made with B. F. & J. Havens, dated April 25, 1859, at \$2,400 per annum.

Leave Wilson daily, except Sunday, at 3 p. m.; arrive at Washington by 3 p. m.

Leave Washington daily, except Sunday, at 6½ a. m.; arrive at Wilson by 6½ p. m.

ROUTE No. 5009.

From Wilson to Speight's Bridge, 18 miles, and back, twice a week.

Bidders' names.	Sum per annum.
G. Willam.....	\$996 00.
William Faircloth.....	260 00.
W. R. Croom.....	258 00, three times a week.
B. B. Rhodes.....	232 50.
John T. Croom.....	200 00.
William F. McKeel.....	175 00. <i>Accepted April 25, 1859</i>
John T. Croom.....	300 00, three times a week.

Contract made with William F. McKeel, dated April 25, 1859, at 175 per annum.
 Leave Wilson Monday and Thursday at 1 p. m.; arrive at Speight's Bridge by 7 p. m.
 Leave Speight's Bridge Monday and Thursday at 6 a. m.; arrive at Wilson by 12 m.

ROUTE No. 5010.

From Nahunta to Eagle Rock, 41 miles, and back, once a week.

Bidders' names.	Sum per annum.	
William Lee.....	\$272 50,	commence at Pine Level.
Jeremiah Liles.....	225 00, 000,	commence at Pine Level.
	223 00, 000,	commence at Pine Level. <i>Accepted</i>
		<i>April 25, 1859.</i>

Contract made with Jeremiah Liles, dated April 25, 1859, at \$223 per annum.
 Leave Pine Level Saturday at 5 a. m.; arrive at Eagle Rock by 5 p. m.
 Leave Eagle Rock Friday at 8½ a. m.; arrive at Pine Level by 8½ p. m.

ROUTE No. 5011.

From Nahunta to Bull Head, 12 miles, and back, once a week.
 (Not let.)

ROUTE No. 5012.

From Goldsborough to Charlotte, 223 miles, and back, daily.
 Service performed daily by the North Carolina Railroad Company, at \$22,300 per annum.

ROUTE No. 5013.

From Goldsborough to Newbern, 65 miles, and back, six times a week.

Bidder's name.	Sum per annum.
John D. Whitford.....	\$5,800.

Contract made with the Atlantic and North Carolina Railroad Company, dated May 16, 1859, at \$4,750 per annum, route extended to Morehead City, and distance increased 30 miles.

Leave Goldsborough daily at 5½ a. m.; arrive at Morehead City by 11½ a. m.
 Leave Morehead City daily at 1½ p. m.; arrive at Goldsborough by 7½ p. m.

ROUTE No. 5014.

From Newbern to Beaufort, 48 miles and back, three times a week

Bidders' names.	Sum per annum.
John D. Whitford.....	\$3,900, railroad.
William H. Davis.....	1,500.
William Cramer.....	1,385, sulky.
George W. Taylor.....	1,149, sulky.
	1,249, sulky. Supply Morehead City and Caroline City.
	2,298, sulky, daily. Supply Morehead City and Caroline City.
	2,498, daily. Supply Morehead City and Caroline City.

(Not let.)

ROUTE No. 5015.

From Goldsborough to Bull Head, 14 miles, and back, once a week.

Bidder's name.	Sum per annum.
M. L. Edwards.....	\$75.
(Not let.)	

ROUTE No. 5016.

From Everetttsville to Strabane, 22 miles, and back, twice a week.

Bidders' names.	Sum per annum.
George W. Price.....	\$215.
Elias J. Kennedy.....	200.
Isaac King.....	195.
Thomas Thompson.....	190, sulky. <i>Accepted April 25, 1859.</i>

Contract made with Thomas Thompson, dated April 25, 1859, at \$190 per annum.
 Leave Everetttsville Tuesday and Saturday at 11 a. m. ; arrive at Strabane by 7 p. m.
 Leave Strabane Wednesday and Sunday at 6 a. m. ; arrive at Everetttsville by 2 p. m.

ROUTE No. 5017.

From Everetttsville to Bentonville, 20 miles, and back, once a week.

Bidder's name.	Sum per annum.
Thomas Thompson.....	\$90, sulky.
(Not let.)	

ROUTE No. 5018.

From Magnolia to Fayetteville, 81 miles, and back, once a week.

Bidders' names.	Sum per annum.
H. M. Rackley.....	\$450, schedule changed.
William D. Hollingsworth.....	425, schedule changed.
Thomas Benton.....	395.
Richard J. Stricklin.....	375.
Thomas Benton.....	375,
David D. Kelly.....	365, schedule changed.
John Robinson, jr.....	359. <i>Accepted April 25, 1859.</i>

Contract made with John Robinson, jr., dated April 25, 1859, at \$359 per annum.
 Leave Magnolia Friday at 3 p. m. ; arrive at Taylor's Bridge by 8 p. m.
 Leave Taylor's Bridge Monday at 7 a. m. ; arrive at Fayetteville next dy 2 p. m.
 Leave Fayetteville Tuesday at 2½ p. m. ; arrive at Taylor's Bridge next day by 8 p. m.
 Leave Taylor's Bridge Friday at 6 a. m. ; arrive at Magnolia by 2 p. m.

ROUTE No. 5019.

From Magnolia to Rockfish, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
William D. Hollingsworth.....	\$80.
Alfred Hollingsworth.....	75.
David D. Kelly.....	74. <i>Accepted April 25, 1859.</i>

Contract made with David D. Kelly, dated April 25, 1859, at \$74 per annum.
 Leave Magnolia Friday at 8½ a. m. ; arrive at Rockfish by 2 p. m.
 Leave Rockfish Friday at 2½ p. m. ; arrive at Magnolia by 8 p. m.

ROUTE No. 5020.

From Teachy's to Chinkapin, 13 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Robert Wallas.....	\$200.
James Cavanaugh.....	150.
	75, once a week.
B. W. Burton.....	140.
(Not let.)	

ROUTE No. 5021.

From Sill's Creek to Herringsville, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ephraim Powers.....	\$200, buggy.
Robert J. Johnston.....	180. <i>Accepted April 25, 1859.</i>

Contract made with Robert J. Johnston, dated April 25, 1859, at \$180 per annum.
 Leave Sill's Creek Friday at 5 a. m.; arrive at Herringsville by 12 m.
 Leave Herringsville Friday at 1 p. m.; arrive at Sill's Creek by 8 p. m.

ROUTE No. 5022.

From Burgaw Depot to Angola, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$283.
Thomas Murray.....	180.
Robert M. Cowan.....	175. <i>Accepted April 25, 1859.</i>

Contract made with Robert M. Cowan, dated April 25, 1859, at \$175 per annum.
 Leave Burgaw Depot Friday at 9 a. m.; arrive at Angola by 4 p. m.
 Leave Angola Saturday at 7 a. m.; arrive at Burgaw Depot by 2 p. m.

ROUTE No. 5023.

From Spring Garden to Black River Chapel, 35 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Blocker & Love.....	\$595.
George Henry.....	550.
J. S. Boone.....	550.
D. Gurganious.....	545.
James A. Bunting.....	490.
Alderman & McDuffie.....	470, 000.
Eakins & Scott.....	460. <i>Accepted April 25, 1859.</i>
James A. Bunting, (after time).....	480, 000. (Received April 14, 1859.)

Contract made with Eakins & Scott, dated April 25, 1859, at \$460 per annum.
 Leave Spring Garden Tuesday and Friday at 6 a. m.; arrive at Black River Chapel by 6 p. m.
 Leave Black River Chapel Monday and Thursday at 6 a. m.; arrive at Spring Garden by 6 p. m.

ROUTE No. 5024.

From Wilmington to Onslow C. H., 62 miles, and back, once a week.

Bidders' names.	Sum per annum.
Benjamin White.....	\$845.
Richard H. Grant.....	800.
Blocker & Love.....	595.
Alderman & McDuffie.....	580, 000. <i>Accepted April 25, 1859.</i>

Contract made with Alderman & McDuffie, dated April 25, 1859, at \$580 per annum.
 Leave Wilmington Friday at 6 a. m.; arrive at Onslow C. H. next day by 1 p. m.
 Leave Onslow C. H. Saturday at 2 p. m.; arrive at Wilmington next Monday by 9 a. m.

ROUTE No. 5025.

From Wilmington to Smithville, 30 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Leonard & Evans.....	\$1,200, <i>via</i> Town Creek; sulky.
Drew & Gilbert.....	1,200, 000.
A. C. Van Bokelen.....	800.
Alderman & McDuffie.....	750, 000.
Samuel Langden.....	690, buggy or sulky. <i>Accepted April 25, 1859.</i>

Contract made with Samuel Langden, dated April 25, 1859, at \$690 per annum.
 Leave Wilmington Tuesday and Saturday at 7 a. m.; arrive at Smithville by 5 p. m.
 Leave Smithville Monday and Friday at 7 a. m.; arrive at Wilmington by 5 p. m.

ROUTE No. 5026.

From Smithville to Little River, 41 miles, and back, once a week.

Bidders' names.	Sum per annum.
George McDuffie.....	\$500, 000.
William A. Bessent.....	350.
James S. Burroughs.....	345. <i>Accepted April 25, 1859.</i>
Z. W. Dusenbury.....	325, if bid on 5651 be accepted. 300, end at Supply, and provided bid on 5651 be accepted.

Contract made with James S. Burroughs, dated April 25, 1859, at \$345 per annum.
 Leave Smithville Tuesday at 2 p. m.; arrive at Little River next day by 6 p. m.
 Leave Little River Monday at 6 a. m.; arrive at Smithville next day by 10 a. m.

ROUTE No. 5027.

From Whitesville to Little River, 41 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$685.
William P. Marbow.....	575, omitting Beach's Mills and embracing Bug Hill.
James S. Burroughs.....	570, omitting Beach's Mills and embracing Bug Hill. <i>Accepted April 25, 1859.</i>

Contract made with James S. Burroughs, dated April 25, 1859, at \$570 per annum.
 Leave Whitesville Wednesday and Saturday at 6 a. m.; arrive at Little River by 8 p. m.
 Leave Little River Tuesday and Friday at 6 a. m.; arrive at Whitesville by 8 p. m.

ROUTE No. 5028.

From Kenansville to Kenansville, equal to 22½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$271.
A. Hollingsworth.....	200.
Clark M. Wade.....	130. <i>Accepted April 25, 1859.</i>

Contract made with Clark M. Wade, dated April 25, 1859, at \$130 per annum.
 Leave Kenansville Saturday at 7 a. m.; arrive at Kenansville next day by 12 m.

ROUTE No. 5029.

From Kenansville, by Branth's Store, Outlaw's Bridge, &c., to Onslow C. H., 41 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Needham Brown.....	\$650 00.
James G. Stanley.....	699 00.
William Gilbert.....	696 00.
Blocker & Love.....	649 00.
John W. Rouse.....	575 00.
B. B. Barry.....	549 00, sulky.
Jesse Alphen.....	548 50, 000.
Elijah Murrell, jr.....	540 00.
A. Hollingsworth.....	495 00. <i>Accepted April 25, 1859.</i>

Contract made with A. Hollingsworth, dated April 25, 1859, at \$495 per annum.
 Leave Kenansville Monday and Thursday after arrival of mail from Warsaw, say at 12 m.; arrive at Onslow C. H. next days by 12 m.
 Leave Onslow C. H. Tuesday and Friday at 1 p. m.; arrive at Kenansville next days by 1 p. m.

ROUTE No. 5030.

From Onslow C. H. to Swansboro', 23 miles, and back, once a week.

Bidders' names.	Sum per annum.
Isaac F. Eves.....	\$75, commence at Piney Green.
Thomas Bell.....	223. <i>Accepted April 25, 1859.</i>
Parrott & Newbroom.....	500, twice a week; stage or sail-boat; route changed to connect Caroline City.
Isaac F. Eves.....	230.

Contract made with Thomas Bell, dated April 25, 1859, at \$223 per annum.
 Leave Onslow C. H. Friday at 1 p. m.; arrive at Swansboro' by 8 p. m.
 Leave Swansboro' Friday at 5 a. m.; arrive at Onslow C. H. by 12 m.

ROUTE No. 5031.

From Moseley Hall to Greenville, 42 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William J. Pope.....	\$1,475, 000.
Asa T. Waters.....	1,248, buggy.
	1,220.
Allen Croom.....	1,094.
William G. Harper.....	944, one-horse buggy.
G. W. Cox.....	895.
Wiley Gurganous.....	748, buggy. <i>Accepted April 25, 1859.</i>

Contract made with Wiley Gurganous, dated April 25, 1859, at \$748 per annum.
 Leave Moseley Hall Monday, Wednesday, and Friday at 6 a. m.; arrive at Greenville by 8 p. m.
 Leave Greenville Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Moseley Hall by 8 p. m.

ROUTE No. 5032.

From Moseley Hall to Jericho, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
William G. Harper.....	\$144.
Thomas Thompson.....	85.
(Not let.)	

ROUTE No. 5033.

From Kinston to Pink Hill, 19 miles, and back, once a week.

Bidder's name.	Sum per annum.
Stephen Hines.....	\$100. <i>Accepted April 25, 1859.</i>

Contract made with Stephen Hines, dated April 25, 1859, at \$100 per annum.
 Leave Kinston Saturday at 5 a. m.; arrive at Pink Hill by 12 m.
 Leave Pink Hill Saturday at 1 p. m.; arrive at Kinston by 8 p. m.

ROUTE No. 5034.

From Kinston to Richlands, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
Lewis W. Harget.....	\$300, buggy or sulky.
	445, twice a week.
Finley & Adams.....	318.
Isaiah Wood.....	299, 000; will embrace Sandy Foundation and Pink Hill.
	298.
Uzza Mills.....	498, twice a week, 000.
Stephen Hines.....	250.
	500, three times a week.
Elijah Murrell, jr.....	200. <i>Accepted April 25, 1859.</i>
	400, twice a week.

Contract made with Elijah Murrell, jr., dated April 25, 1859, at \$200 per annum.

Leave Kinston Friday at 6 a. m.; arrive at Richlands by 7 p. m.

Leave Richlands Thursday at 6 a. m.; arrive at Kinston by 7 p. m.

ROUTE No. 5035.

From Kinston to Trenton, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Gilbert.....	\$176 00.
William Pollock.....	174 00.
James G. Stanley.....	148 50.
Stephen Hines.....	125 00.
John C. Frost.....	125 00, sulky.
Joseph Allen.....	124 50.
Simon E. Koonce.....	115 00. <i>Accepted April 25, 1859.</i>

Contract made with Simon E. Koonce, dated April 25, 1859, at \$115 per annum.

Leave Kinston Thursday at 1 p. m.; arrive at Trenton by 7 p. m.

Leave Trenton Thursday at 6 a. m.; arrive at Kinston by 12 m.

ROUTE No. 5036.

From Newbern to Bay River, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
William J. Rawls.....	\$580 00, twice a week, horse and buggy.
Chas. H. P. D. Fowler.....	545 00, twice a week, horse and buggy.
Malachi Potter.....	500 00, twice a week, ^{ooo} .
W. J. Rawls.....	500 00, twice a week.
Wm. E. Fereber.....	475 00, twice a week, ^{ooo} .
James Miller.....	450 00, twice a week, buggy.
Isaiah Daniels.....	425 00, twice a week, buggy.
Fereber & Baxter.....	393 50, ^{ooo} .
	787 00, three times a week.
Stephen G. Barrington.....	300 00.
	500 00, twice a week.
	575 00, <i>via</i> Goose Creek Mills.
Chas. H. P. D. C. Fowler.....	295 00.
James Miller.....	274 00, one-horse buggy.
Wm. E. Fereber.....	270 00, ^{ooo} .
Malachi Potter.....	260 00, ^{ooo} . <i>Accepted April 25, 1859.</i>

Contract made with Malachi Potter, dated April 25, 1859, at \$260 per annum

Leave Newbern Friday at 7 a. m.; arrive at Bay River by 2 p. m.

Leave Bay River Thursday at 10 a. m.; arrive at Newbern by 5 p. m.

ROUTE No. 5037.

From Newbern to Wysoking, 125 miles, and back, once a week.

Bidder's name.	Sum per annum.
S. A. Long, President Hyde Co., Steamboat J. S. Company....	\$1,200.
(Not let.)	

ROUTE No. 5038.

From Newbern to Adams's Creek, 40 miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 5039.

From Newbern to Trenton, 25 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Wm. Gilbert	\$388 00.
James G. Stanley	374 50.
William Pollock	374 00.
Joseph Allen	370 00.
Adam Andrews	323 00.
Simon E. Koonce	279 00. <i>Accepted April 25, 1859.</i>

Contract made with Simon E. Koonce, dated April 25, 1859, at \$279 per annum.
 Leave Newbern Wednesday and Saturday at 7 a. m.; arrive at Trenton by 3 p. m.
 Leave Trenton Tuesday and Friday at 10 a. m.; arrive at Newbern by 6 p. m.

ROUTE No. 5040.

From Pollocksville to Swansboro', 26 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$277.
Adam Andrews	224.
James G. Stanley	219.
Isaac F. Eves	209.
Elza Simmons	200.
Joshua D. Hasket	199. <i>Accepted April 25, 1859.</i>

Contract made with Joshua D. Hasket, dated April 25, 1859, at \$199 per annum.
 Leave Pollocksville Monday at 10 a. m.; arrive at Swansboro' by 7 p. m.
 Leave Swansboro' Tuesday at 5 a. m.; arrive at Pollocksville by 2 p. m.

ROUTE No. 5041.

From Pollocksville to Hadnots, 22 miles, and back, every other week.

Bidders' names.	Sum per annum.
Martin R. Gillikin	\$140, once a week.
James G. Stanley	110.
	200, weekly.
Joshua D. Hasket	100.
	55. <i>Accepted April 25, 1859.</i>
Martin R. Gillikin	100, once a week.

Contract made with Joshua D. Hasket, dated April 25, 1859, at \$55 per annum.
 Leave Pollocksville every other Saturday at 1 p. m.; arrive at Hadnots by 7 p. m.
 Leave Hadnots every other Saturday at 7 a. m.; arrive at Pollocksville by 12 m.

ROUTE No. 5042.

From Bay River to Goose Creek Island, 21 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. S. Larry	\$260, buggy or sulky.
Samuel Potter	147.
Benjamin Campen	144, buggy, ***.
Martin Holton	130, reversed schedule.
Telman F. Flowers	118.
Daniel Corawan	2, sulky.
(Not let.)	

ROUTE No. 5043.

From Beaufort to Portsmouth, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. E. Denvill	\$8,200, steamboats, covering 5044, 5047, and 5048.
Ralph Pigott	800, in decked schooner, 13 tons.

Bidder's name.	Sum per annum.
Barnabas Chadwick	\$797, pilot boats. 998, embrace Straits and Smyrna. 1,289.

(Not let.)

ROUTE No. 5044.

From Beaufort to Smyrna, 17 miles, and back, once a week.

Bidders' names.	Sum per annum.
Charles Stewart	\$155. <i>Accepted May 16, 1859.</i>
Edward Willis	220.
Samuel W. Hancock	195.
Joseph F. Blocksone	175.

Contract made with Charles Stewart, dated May 16, 1859, at \$155 per annum.

ROUTE No. 5045.

From Hookertown to Greenville, 42 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$372.
W. G. Harper	304.
Wm. J. Pope	300, 000.
G. W. Cox	295. <i>Accepted April 25, 1859.</i>

Contract made with G. W. Cox, dated April 25, 1859, at \$295 per annum.

Leave Hookertown Thursday at 6 a. m.; arrive at Greenville by 7 p. m.

Leave Greenville Friday at 6 a. m.; arrive at Hookertown by 7 p. m.

ROUTE No. 5046.

From Greenville to Bethel, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
Riley Stokes	\$110.
Caswell Carson	94.
Bryant & Whitehurst	95.

(Not let.)

ROUTE No. 5047.

From Washington to Fairfield, 114 miles, and back, twice a week to Leechville, and once a week the residue.

Bidders' names.	Sum per annum.
Caswell A. Jordan	\$1,756, sulky.
B. F. Styron	1,175.
Richard Howard	1,095, sulky or buggy.
H. L. Harvey	1,090. <i>Accepted April 25, 1859.</i>

Contract made with H. L. Harvey, dated April 25, 1859, at \$1,060 per annum.

Leave Washington Wednesday and Saturday at 6 a. m.; arrive at Leechville by 7 p. m.

Leave Leechville Tuesday and Friday at 6 a. m.; arrive at Washington by 7 p. m.

Leave Leechville Thursday at 6 a. m.; arrive at Fairfield next day by 12 m.

Leave Fairfield Friday at 2 p. m.; arrive at Leechville next day by 7 p. m.

ROUTE No. 5048.

From Washington to Portsmouth, 85 miles, and back, once a week.

Bidder's name.	Sum per annum.
William E. Demill	\$10,000, steamboats, extend to Beaufort, supersede 5044 and 5047. 7,500, steamboats, extend to Beaufort. 8,500, twice a week.

Bidders' names.	Sum per annum.
Narren S. Mayo	\$849.
David Ireland	775, vessel, 40 tons.
Josephus Wallace	750, sail vessel. <i>Accepted April 25, 1859.</i>

Contract made with Josephus Wallace, dated April 25, 1859, at \$750 per annum.
 Leave Washington Thursday at 5 p. m.; arrive at Ocracoke next Saturday by 1 p. m.
 Leave Ocracoke Saturday at 1½ p. m.; arrive at Portsmouth by 4½ p. m.
 Leave Portsmouth Monday at 8 a. m.; arrive at Washington next Wednesday by 12 m

ROUTE No. 5049.

From Washington to Campbell's Creek, 48 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Henry Mayo, sr	\$1,000, two-horse coach.
Churchwell Stebley	800.
H. G. Jollie	800.
H. C. Mayo	800.
Enoch L. Stevens	795, sulky, extend to Goose Creek Island.
	745, sulky, extend to Campbell's Creek
William Stelley	775.
James T. Winfield	775.
A. M. Buchanan	725.
Jesse M. Pringle	700, horse and sulky.
Henry M. Patrick	699, horse and sulky.
Charles W. Norman	600.
Chas. W. Bonner & W. P. Boyd	595, sulky. <i>Accepted April 25, 1859, and service reduced to once a week, and pay to \$298 per annum.</i>

Contract made with Bonner & Boyd, dated April 25, 1859, at \$298 per annum.
 Leave Washington Saturday at 6 a. m.; arrive at Campbell's Creek by 8 p. m.
 Leave Campbell's Creek Friday at 6 a. m.; arrive at Washington by 8 p. m.

ROUTE No. 5050.

From South Creek to Bay River, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. Tate	\$160.
James Miller, sr.	138.
Nathan Hooker	125.
(Not let.)	

ROUTE No. 5051.

From Pungo Creek to North Creek, 9 miles, and back, once a week.
 (Not let.)

ROUTE No. 5052.

From Leechville to Head of Pungo, 10¾ miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel Davis, jr.	\$50 00.
Isaiah E. Allen	47 99.
(Not let.)	

ROUTE No. 5053.

From Ocracoke to Hatteras, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hiram W. Stryon	\$875, commence at Middletown; schooner.
N. S. Williams	750, commence at Middletown; vessel. Too high— offered \$360 and declined.
R. R. Quidley, (after time)	360. (Received April 25, 1859.)

Contract negotiated and made with R. R. Quidley, dated June 4, 1859, at \$360 per annum.

Leave Ocracoke Saturday at 4 p. m.; arrive at Hatteras Wednesday by 12 m.

Leave Hatteras Thursday at 8 a. m.; arrive at Ocracoke Saturday by 8 a. m.

ROUTE No. 5054.

From Hatteras to Chickamacomica, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Tilmon Miller.....	\$249.
Jethro M. Midgett.....	248.
Ashby, C. Quidley	238, distance 40 miles.
James H. Whedbee	225.
William Jennett	216.
Robert Basnett, (after time)	239. (Received April 5, 1859.)
(Not let.)	

ROUTE No. 5055.

From Murfreesboro' to Boykin's Depot, 13 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Hughes & Watkins	\$1,100.
	850.
Henry G. Trader	445.
J. G. Beamon	385, end at Franklin Depot; steamboat. <i>Accepted April 25, 1859.</i>

Contract made with J. G. Beamon, dated April 25, 1859, at \$385 per annum.

Leave Murfreesboro' Monday, Wednesday, and Friday at 8 a. m., and Tuesday, Thursday, and Saturday at 4 p. m.; arrive at Franklin Depot Monday, Wednesday, and Friday by 3 p. m., and Tuesday, Thursday, and Saturday by 8 a. m.

Leave Franklin Depot daily, except Sunday, at 9 a. m., or on arrival of cars; arrive at Murfreesboro' Monday, Wednesday, and Friday by 2 p. m., and Tuesday, Thursday, and Saturday by 4 p. m.

ROUTE No. 5056.

From Murfreesboro' to Roxabel, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$287.
Benjamin Wall	175. <i>Accepted April 25, 1859.</i>
(After time.)	
John W. Moore	280.

Contract made with Benjamin Wall, dated April 25, 1859, at \$175 per annum.

Leave Murfreesboro' Thursday at 6 a. m.; arrive at Roxabel by 4 p. m.

Leave Roxabel Friday at 11 a. m.; arrive at Murfreesboro' by 9 p. m.

ROUTE No. 5057.

From Murfreesboro' to Windsor, 62 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Wm. A. Ferguson	\$990.
Richard F. Williford	775.
John W. Moore	750.
Brown & Mizell	750.
Benjamin Wall	650.
James B. Farmer	649. <i>Accepted April 25, 1859.</i>

Contract made with James B. Farmer, dated April 25, 1859, at \$649 per annum.

Leave Murfreesboro' Tuesday and Friday at 4 a. m.; arrive at Windsor by 11 p. m.

Leave Windsor Wednesday and Saturday at 4 a. m.; arrive at Murfreesboro' by 11 p. m.

ROUTE No. 5058.

From Plymouth to Franklin Depot, 99 miles, and back, three times a week.

Bidder's name.	Sum per annum.
Robert Dickson.....	\$3,000, steamboats; (too high) \$2,500 offered and accepted.

Contract made with Robert Dickson, dated May 4, 1859, at \$2,500 per annum.

Leave Plymouth Monday, Wednesday, and Friday at 10 p. m.; arrive at Franklin Depot next days by 9 a. m.

Leave Franklin Depot Monday, Wednesday, and Friday at 10 a. m.; arrive at Plymouth by 9½ p. m.

ROUTE No. 5059.

From Plymouth to Hamilton, 56 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Cushing B. Hassell.....	\$1,500, steamboat from 1st October to 15th July, 000 residue.
T. E. Herf.....	1,100, buggy.
Wm. H. Gillikin.....	1,085, buggy or sulky. <i>Accepted April 25, 1859.</i>

Contract made with Wm. H. Gillikin, dated April 25, 1859, at \$1,085 per annum.

Leave Plymouth Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Williamston by 1 p. m., and at Hamilton by 8 p. m.

Leave Hamilton Monday, Wednesday, and Friday at 8 a. m.; arrive at Williamston by 1 p. m., and at Plymouth by 9 p. m.

ROUTE No. 5060.

From Plymouth to Fork Swamp, 19 miles, and back, once a week.

Bidders' names.	Sum per annum.
Caswell A. Jordan	\$291, sulky.
Stancil Malts.....	104.
(Not let.)	

ROUTE No. 5061.

From Williamston to Newbern, 57 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Wm. J. Hardison.....	\$2,000, two-horse hack.
Caswell A. Jordan.....	1,894, two-horse coach; commence at Plymouth. <i>Accepted April 25, 1859.</i>
	1,493, sulky or buggy.
	1,894, two-horse coach; schedule changed.

Contract made with Caswell A. Jordan, dated April 25, 1859, at \$1,894 per annum.

Leave Plymouth Tuesday, Thursday, and Saturday on arrival of mail from Plymouth, say at 3 p. m.; arrive at Washington by 9 p. m.

Leave Washington Wednesday, Friday, and Sunday at 6 a. m.; arrive at Newbern by 3 p. m.

Leave Newbern Sunday, Tuesday, and Thursday at 9 a. m.; arrive at Washington by 6 p. m.

Leave Washington Monday, Wednesday, and Friday at 6 a. m.; arrive at Plymouth by 12 m.

ROUTE No. 5062.

From Plymouth to Columbia, 37 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Caswell A. Jordan	\$1,036, buggy or sulky.
Leonard L. & Benjamin F. Cassell	698, two-horse hack.
John Giles.....	680. <i>Accepted April 25, 1859, and service reduced to twice a week, and pay to \$454 per annum.</i>

Contract made with John Giles, dated April 25, 1859, at \$454 per annum.
 Leave Plymouth Tuesday and Thursday at 7 a. m.; arrive at Columbia by 4 p. m.
 Leave Columbia Wednesday and Friday at 8 a. m.; arrive at Plymouth by 6 p. m.

ROUTE No. 5063.

From Columbia to Fort Landing, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Timothy Swain.....	\$120, buggy.
Wm. W. Walker.....	104.
A. D. Litchfield.....	85.
Richard J. Hassell.....	75.
George W. Tarkinton.....	74, buggy. <i>Accepted April 25, 1859.</i>

Contract made with George W. Tarkinton, dated April 25, 1859, at \$74 per annum.
 Leave Columbia Friday at 6 a. m.; arrive at Fort Landing by 12 m.
 Leave Fort Landing Friday at 1 p. m.; arrive at Columbia by 7 p. m.

ROUTE No. 5064.

From Columbia to Gum Neck, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel W. Norman.....	\$119.
Joshua N. Hassell.....	110.
James D. Davenport.....	99. <i>Accepted April 25, 1859.</i>

Contract made with James D. Davenport, dated April 25, 1859, at \$99 per annum.
 Leave Columbia Friday at 6 a. m.; arrive at Gum Neck by 12 m.
 Leave Gum Neck Friday at 1 p. m.; arrive at Columbia by 7 p. m.

ROUTE No. 5065.

From Gatesville to Gates's Ferry, 3 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Brady, jr.....	\$78. <i>Accepted April 25, 1859.</i>
(After time.)	
Mills E. Euen.....	150, four-wheeled buggy.

Contract made with John Brady, jr., dated April 25, 1859, at \$78 per annum.
 Leave Gatesville Monday, Wednesday, and Friday at 1 p. m.; arrive at Gates's Ferry by 2 p. m.
 Leave Gates's Ferry Monday, Wednesday, and Friday at 4 p. m.; arrive at Gatesville by 5 p. m.

ROUTE No. 5066.

From Edenton to Suffolk, 72 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hughes & Watkins.....	\$906.
Amos R. Harrell & Brady.....	775. <i>Accepted April 25, 1859.</i>
(After time.)	
S. A. Williams.....	675. (Received May 6, 1859.)

Contract made with Harrell & Brady, dated April 25, 1859, at \$775 per annum.
 Leave Edenton Thursday at 4 a. m.; arrive at Suffolk next day by 4 p. m.
 Leave Suffolk Tuesday at 11 a. m.; arrive at Edenton next day by 8 p. m.

ROUTE No. 5067.

From Edenton to Norfolk, 74 miles, and back, three times a week to Elizabeth City, and six times a week the residue.

Bidders' names.	Sum per annum.
Hathaway & Jordan.....	\$3,800, two-horse coach.
James C. Skinner.....	3,600.
	3,500, ooo.
S. A. Williams.....	1,595, two-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with S. A. Williams, dated April 25, 1859, at \$1,595 per annum. Accepted bidder having failed to enter upon the service, contract negotiated and made with Mark D. Hathaway, dated July 7, 1859, at \$2,000 per annum from July 1, 1859.

Leave Edenton Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Elizabeth City by 2 p. m.

Leave Elizabeth City daily, except Sunday, at 6 a. m.; arrive at Norfolk by 4 p. m.

Leave Norfolk daily, except Sunday, at 8 a. m.; arrive at Elizabeth City by 6 p. m.

Leave Elizabeth City Tuesday, Thursday, and Saturday at 6½ p. m.; arrive at Edenton next days by 1½ a. m.

ROUTE No. 5068.

From Elizabeth City to Norfolk, Va., 69½ miles, and back, once a week.

Bidder's name.	Sum per annum.
S. A. Williams.....	\$570, sulky. <i>Accepted April 25, 1859.</i>

Contract made with S. A. Williams, dated April 25, 1859, at \$570 per annum.

Leave Elizabeth City Wednesday at 5 a. m.; arrive at Norfolk next day by 12 m.

Leave Norfolk Thursday at 1 p. m.; arrive at Elizabeth City next day by 8 p. m.

ROUTE No. 5069.

From Elizabeth City to Nixonton, 13 miles, and back, twice a week.

Bidder's name.	Sum per annum.
S. A. Williams.....	\$297, sulky.
(Not let.)	

ROUTE No. 5070.

From Woodville to Durant's Neck, 6 miles, and back, twice a week.

Bidders' names.	Sum per annum.
A. L. Perry.....	\$120, three times a week.
	85.
James Sowzer.....	75. <i>Accepted April 25, 1859.</i>
	119, three times a week.

Contract made with James Sowzer, dated April 25, 1859, at \$75 per annum.

Leave Woodville Monday and Friday at 10½ a. m.; arrive at Durant's Neck by 12 m.

Leave Durant's Neck Monday and Friday at 8½ a. m.; arrive at Woodville by 10 a. m.

ROUTE No. 5071.

From Currituck C. H. to Powell's Point, 26 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$273.
James Williams.....	200.
William D. Chaddick.....	194, sulky. <i>Accepted April 25, 1859.</i>

Contract made with William D. Chaddick, dated April 25, 1859, at \$194 per annum.

Leave Currituck C. H. Friday at 12 m.; arrive at Powell's Point by 8 p. m.

Leave Powell's Point Saturday at 7 a. m.; arrive at Currituck C. H. by 3 p. m.

ROUTE No. 5072.

From Powell's Point to Roanoke Island, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hodges G. Owens.....	\$275, in sail-boat.
(After time.)	
S. A. Williams.....	500, sail-boat; commence at Elizabeth City.
(Not let.)	

ROUTE No. 5073.

From Raleigh to Weldon, 97 miles, and back, daily.

Service performed daily by the Gaston and Raleigh Railroad Company, at \$9,900 per annum.

ROUTE No. 5074.

From Littleton to Westland, 10 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Joseph W. Harris.....	\$75.
Jesse A. Powers.....	73.
Robert G. Newsom.....	70. <i>Accepted April 25, 1859.</i>

Contract made with Robert G. Newsom, dated April 25, 1859, at \$70 per annum.
 Leave Littleton Monday and Thursday at 12 m.; arrive at Westland by 3½ p. m.
 Leave Westland Monday and Thursday at 4 p. m.; arrive at Littleton by 7½ p. m.

ROUTE No. 5075.

From Littleton to Ransom's Bridge, 21 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph W. Harris.....	\$95.
Jesse A. Powers.....	73.
Robert G. Newsom.....	70. <i>Accepted April 25, 1859.</i>

Contract made with Robert G. Newsom, dated April 25, 1859, at \$70 per annum.
 Leave Littleton Saturday at 6 a. m.; arrive at Ransom's Bridge by 12 m.
 Leave Ransom's Bridge Saturday at 1 p. m.; arrive at Littleton by 7 p. m.

ROUTE No. 5076.

From Warren Plains to Warrenton, 3 miles, and back, daily.

Bidder's name.	Sum per annum.
William R. Phillips.....	\$350. <i>Accepted April 25, 1859.</i>

Contract made with William R. Phillips, dated April 25, 1859, at \$350 per annum.
 Leave Warren Plains daily at 1.45 p. m.; arrive at Warrenton by 2½ p. m.
 Leave Warrenton daily at 10½ a. m.; arrive at Warren Plains by 11½ a. m.

ROUTE No. 5077.

From Warrenton to Castalia, 34 miles, and back, once a week.

Bidders' names.	Sum per annum.
William R. Phillips.....	\$350.
Finley & Adams.....	283. <i>Accepted April 25, 1859.</i>

Contract made with Finley & Adams, dated April 25, 1859, at \$283 per annum.
 Leave Warrenton Friday at 6 a. m.; arrive at Castalia by 6 p. m.
 Leave Castalia Saturday at 6 a. m.; arrive at Warrenton by 6 p. m.

ROUTE No. 5078.

From Castalia to Peach Tree Grove, 8 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas F. Crickmore.....	\$50.
R. T. Abernathy.....	45.
Jesse Coppedge.....	39. <i>Accepted April 25, 1859.</i>

Contract made with Jesse Coppedge, dated April 25, 1859, at \$39 per annum.
 Leave Castalia Saturday at 4 p. m.; arrive at Peach Tree Grove by 6½ p. m.
 Leave Peach Tree Grove Saturday at 12 m.; arrive at Castalia by 2½ p. m.

ROUTE No. 5079.

From Ridgeway, by Exchange, Natbush, &c., to Ridgeway, equal to 18 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John D. Tucker, sr.....	\$312.
John Langley.....	250.
Leroy S. Bartlett.....	240.
George A. Rose.....	200. <i>Accepted April 25, 1859.</i>

Contract made with George A. Rose, dated April 25, 1859, at \$200 per annum.
Leave Ridgeway Wednesday and Saturday at 7 a. m.; arrive at Ridgeway by 7 p. m.

ROUTE No. 5080.

From Mansom (late Cheathamsville) to Clarksville, 22 miles, and back, six times a week.

No bids received. Contract negotiated and made with Roanoke Valley Railroad Company, dated July 27, 1859, at \$1,100 per annum.

ROUTE No. 5081.

From Townesville to Woodworth's, 5 miles, and back, once a week.

(Not let.)

ROUTE No. 5082.

From Henderson to Oxford, 12 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Simon G. Hayes.....	\$970.
L. A. Parschall.....	450, two-horse stages.
Brosius & Alley.....	375. <i>Accepted April 25, 1859.</i>

Contract made with Brosius & Alley, dated April 25, 1859, at \$375 per annum.

Leave Townesville Saturday at 2½ p. m.; arrive at Woodworth's by 4 p. m.

Leave Woodworth's Saturday at 12 m.; arrive at Townesville by 2 p. m.

ROUTE No. 5083.

From Henderson to Williamsborough, 9 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Samuel P. Nilson.....	\$200. No certificate.
John Jenkins.....	175. <i>Accepted April 25, 1859.</i>
<i>(After time.)</i>	
R. J. Starke.....	165. (Received April 9, 1859.)

Contract made with John Jenkins, dated April 25, 1859, at \$175 per annum.

Leave Henderson Tuesday, Thursday, and Saturday at 2¼ p. m.; arrive at Williamsborough by 5 p. m.

Leave Williamsborough Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Henderson by 10½ a. m.

ROUTE No. 5084.

From Oxford, by Waterloo, Sassafras Fork, &c., &c., to Oxford, equal to 31½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
Caleb B. Knott.....	\$500.
Geo. W. Knott.....	400. <i>Accepted April 25, 1859.</i>
William Curvin.....	400.
Lawson Knott.....	294. Withdrawn.

Contract made with Geo. W. Knott, dated April 25, 1859, at \$400 per annum.

Leave Oxford Monday and Thursday at 6½ p. m.; arrive at Oxford Wednesday and Saturday by 7 a. m.

ROUTE No. 5085.

From Oxford to Orange Factory, 34 miles, and back, twice a week to Dutchville and once a week the residue.

Bidders' names.	Sum per annum.
Thomas F. Brummit	\$475.
Anson Critcher	450.
Wm. G. Washington	375.
Henry T. Knott	374. <i>Accepted April 25, 1859.</i>

Contract made with Henry T. Knott, dated April 25, 1859, at \$374 per annum.
 Leave Oxford Friday at 7 a. m.; arrive at Orange Factory by 6 p. m.
 Leave Orange Factory Saturday at 7 a. m.; arrive at Oxford by 6 p. m.
 Leave Oxford Tuesday at 6 a. m.; arrive at Dutchville by 12 m.
 Leave Dutchville Tuesday at 1 p. m.; arrive at Oxford by 7 p. m.

ROUTE No. 5086.

From Franklinton to Louisburg, 10 miles, and back, six times a week.

Bidders' names.	Sum per annum.
James Dent	\$398.
John M. Stallings	244.
Young & Bartholomew	138, 000. <i>Accepted April 25, 1859.</i>

Contract made with Young & Bartholomew, dated April 25, 1859, at \$138 per annum.
 Leave Franklinton daily, except Sunday, at 3 p. m.; arrive at Louisburg by 6 p. m.
 Leave Louisburg daily, except Sunday, at 7 a. m.; arrive at Franklinton by 10 a. m.

ROUTE No. 5087.

From Franklinton to Durham, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert Garner	\$350.
Finley & Adams	286.
F. C. Geer	244.
Thomas Thorrrington	220. <i>Accepted April 25, 1859.</i>
(After time.)	
James Smith	200, commence at Welton.

Contract made with Thomas Thorrrington, dated April 25, 1859, at \$220 per annum.
 Leave Franklinton Friday at 7 a. m.; arrive at Durham by 6 p. m.
 Leave Durham Saturday at 7 a. m.; arrive at Franklinton by 6 p. m.

ROUTE No. 5088.

From Franklinton to Baker's Cross Roads, 14 miles, and back, once a week.

Bidder's name.	Sum per annum.
William R. Phillips	\$100.
(Not let.)	

ROUTE No. 5089.

From Forestville to Oxford, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. G. Washington	\$380.
Finley & Adams	350.
Wm. G. Washington	290, reversed schedule.
Thomas F. Brummit	222.
Thomas Thorrrington	220.
Wm. J. Mitchell	200. <i>Accepted April 25, 1859.</i>

Contract made with William J. Mitchell, dated April 25, 1859, at \$200 per annum.
 Leave Forestville Wednesday at 6 a. m.; arrive at Oxford by 7 p. m.
 Leave Oxford Thursday at 6 a. m.; arrive at Forestville by 7 p. m.

ROUTE No. 5090.

From Forestville to Rolesville, 5 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Sidney W. Terrell.....	\$80. <i>Accepted April 25, 1859, and service reduced to once a week, and pay to \$40 per annum.</i>
R. J. Mitchell.....	52, informal, no guaranty.

Contract made with Sidney W. Terrell, dated April 25, 1859, at \$40 per annum.

Leave Forestville Thursday at 3½ p. m.; arrive at Rolesville by 5½ p. m.

Leave Rolesville Thursday at ½ p. m.; arrive at Forestville by 2½ p. m.

ROUTE No. 5091.

From Smithfield Station to Smithfield, 4 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$383.
Walter R. Moore.....	200. <i>Accepted April 25, 1859.</i>

Contract made with William R. Moore, dated April 25, 1859, at \$200 per annum.

Leave Smithfield Station daily, except Sunday, at 5.45 p. m.; arrive at Smithfield by 7 p. m.

Leave Smithfield daily, except Sunday, at 4 p. m.; arrive at Smithfield Station by 5.15 p. m.

ROUTE No. 5092.

From Smithfield to Elevation, 12 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$243.
B. Goodwin.....	200.
(Not let.)	

ROUTE No. 5093.

From Raleigh to Nashville, 47 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Joseph R. Lee.....	\$1,172, buggy.
Robert W. Debnane.....	1,125, buggy.
Joseph M. Taylor.....	940, twice a week.
	1,140, three times a week.
John J. Taylor.....	785, buggy. <i>Accepted April 25, 1859, and service reduced to twice a week, and pay to \$524 per annum.</i>

Accepted bidder having failed to comply, contract made with Joseph R. Lee, dated July 27, 1859, at \$500 per annum for three times a week service to Eagle Rock, and once a week the residue.

Leave Raleigh Monday, Thursday, and Saturday at 2 p. m.; arrive at Eagle Rock by 6 p. m.

Leave Eagle Rock Friday at 7 a. m.; arrive at Nashville by 7 p. m.

Leave Nashville Friday on arrival of Rocky mountain mail, say at 8 a. m.; arrive at Eagle Rock by 8 p. m.

Leave Eagle Rock Monday, Thursday, and Saturday at 8 a. m.; arrive at Raleigh by 12 m.

ROUTE No. 5094.

From Raleigh to Roxborough, 59 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas K. Glenn.....	\$379.
J. D. Stanfield.....	285. <i>Accepted April 25, 1859.</i>
(After time.)	
Albert O'Briant.....	345. (Received April 7, 1859.)

Contract made with J. D. Stanfield, dated April 25, 1859, at \$285 per annum.
 Leave Raleigh Friday at 2 p. m. ; arrive at Roxborough next day by 7 p. m.
 Leave Roxborough Thursday at 6 a. m. ; arrive at Raleigh next day by 12 m.

ROUTE No. 5095.

From Raleigh to Carthage, 73 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Howard S. Robards.....	\$2,466 00.
	1,500 00, ^{ooo} .
Lashley, Wamble & Lashley....	1,750 00.
Roderick N. Brice.....	1,490 00, ^{ooo} .
A. J. Morris.....	1,100 00.
James L. Fields.....	999 00.
Dennis Tyson.....	975 00.
Fielding G. Moring.....	950 00.
Wiley Maywood.....	947 50.
M. D. Williams.....	900 00.
A. F. Page.....	670 00. <i>Accepted April 25, 1859.</i>

Contract made with A. F. Page, dated April 25, 1859, at \$570 per annum.
 Leave Raleigh Tuesday and Saturday at 4 a. m. ; arrive at Carthage next days by 4 p. m.
 Leave Carthage Tuesday and Saturday at 4 a. m. ; arrive at Raleigh next days by 4 p. m.

ROUTE No. 5096.

From Raleigh to Fayetteville, 60 miles, and back, daily.

Bidders' names.	Sum per annum.
E. T. Clemmons.....	\$4,500, two-horse coach.
John C. Blocker.....	4,500, two-horse sulky.
	3,000, sulky.
C. S. Barbee.....	3,500, two-horse coach. <i>Accepted April 25, 1859.</i>
	6,000, four-horse post coach, six miles per hour.

Contract made with C. S. Barbee, dated April 25, 1859, at \$3,500 per annum.
 Leave Raleigh daily at 6½ p. m. ; arrive at Fayetteville next day by 6½ a. m.
 Leave Fayetteville daily at 5 p. m. ; arrive at Raleigh next day by 5 p. m.

ROUTE No. 5097.

From Raleigh to Leachburg, 15 miles, and back, one a week.
 (Not let.)

ROUTE No. 5098.

From Eagle Rock to Wilson, 36 miles, and back, once a week.

Bidders' names.	Sum per annum.
John J. Taylor.....	\$400 00, buggy or sulky.
Finley & Adams.....	281 00.
William Lee.....	272 50, buggy.
B. B. Rhodes.....	232 50.
J. Liles.....	225 00, ^{ooo} . <i>Accepted April 25, 1859.</i>

Contract made with J. Liles, dated April 25, 1859, at \$225 per annum.
 Leave Eagle Rock Friday at 8 a. m. ; arrive at Wilson by 8 p. m.
 Leave Wilson Saturday at 5 a. m. ; arrive at Eagle Rock by 5 p. m.

ROUTE No. 5099.

From Red Mountain to Daniel's Mills, 7 miles, and back, once a week.

Bidder's name.	Sum per annum.
A. M. Breese.....	\$83.
(Not let.)	

ROUTE No. 5100.

From Fayetteville to Kenansville, 58½ miles, and back, seven times a week.

Bidders' names.	Sum per annum.
M. McKinnon.....	\$3,925, four-horse coach.
J. C. Blackie.....	3,495, two-horse stage.
	2,495, sulky.
Peterson & McArthur.....	2,790, two-horse coach.
M. McKinnon.....	2,735, sulky.
Holmes & Robinson.....	2,475, two-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with Holmes & Robinson, dated April 25, 1859, at \$2,475 per annum.

Leave Fayetteville daily at 2 p. m. ; arrive at Warsaw next day by 1 a. m.

Leave Warsaw daily at 9 a. m. ; arrive at Kenansville by 11 a. m.

Leave Kenansville daily at 2 p. m. ; arrive at Warsaw by 4 p. m.

Leave Warsaw daily at 8½ p. m. ; arrive at Fayetteville next day by 7½ a. m.

ROUTE No. 5101.

From Fayetteville to Elizabethtown, 41 miles, and back, once a week.

Bidders' names.	Sum per annum.
John C. Blocker.....	\$374.
Finley & Adams.....	370.
Murdock McKinnon.....	363.
Melvin & Rice.....	340. <i>Accepted April 25, 1859.</i>

Contract made with Melvin & Rice, dated April 25, 1859, at \$340 per annum.

Leave Fayetteville Tuesday at 6 a. m. ; arrive at Elizabethtown by 7 p. m.

Leave Elizabethtown Monday at 6 a. m. ; arrive at Fayetteville by 7 p. m.

ROUTE No. 5102.

From Fayetteville to Robinson's, 74 miles, and back, three times a week.

Bidders' names.	Sum per annum.
James W. Steagall.....	\$2,600, sulky.
John C. Blocker.....	1,995, sulky. <i>Accepted April 25, 1859.</i>

Contract made with John C. Blocker, dated April 25, 1859, at \$1,995 per annum.

Leave Fayetteville Monday, Wednesday, and Friday at 6 a. m. ; arrive at Robinson's next days by 1 p. m.

Leave Robinson's Monday, Wednesday, and Friday at 7½ a. m. ; arrive at Fayetteville next days by 2½ p. m.

ROUTE No. 5103.

From Fayetteville to Fair Bluff, 62 miles, and back, three times a week.

Bidders' names.	Sum per annum.
James W. Steagall.....	\$1,990, sulky.
John C. Blocker.....	1,900.
W. H. De Berry, McLeod & W. G. Ambrose.....	1,868.
Murdock McKinnon.....	1,849, buggy.
Duncan G. McRae.....	1,750. <i>Accepted April 25, 1859.</i>

Contract made with Duncan G. McRae, dated April 25, 1859, at \$1,750 per annum.

Leave Fayetteville Sunday, Tuesday, and Thursday at 1 p. m. ; arrive at Fair Bluff next days by 8 a. m.

Leave Fair Bluff Monday, Wednesday, and Friday at 1 p. m. ; arrive at Fayetteville next days by 8 a. m.

ROUTE No. 5104.

From Fayetteville to Philadelphus, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$268 00.
Duncan G. McRae.....	212 50.
John A. McRay.....	207 00. <i>Accepted April 25, 1859.</i>

Contract made with John A. McRay, dated April 25, 1859, at \$207 per annum.

Leave Fayetteville Sunday at 1 p. m. ; arrive at Philadelphus next day by 9½ a. m.

Leave Philadelphus Monday at 10 a. m. ; arrive at Fayetteville by 8 p. m.

ROUTE No. 5105.

From Fayetteville to Cheraw, S. C., 75 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Medlin & Tarrh.....	\$2,742.
John C. Blocker.....	1,995, sulky.
Stukey & Rogers.....	1,985, 000 .
De Berry, McLeod & Ambrose ..	1,957.
M. McKinnon.....	1,895.
J. Steagall.....	1,840, sulky.
Alex. Watson.....	1,825.
Duncan G. McRae.....	1,750. <i>Accepted April 25, 1859.</i>
J. L. McColl.....	1,750.

Contract made with Duncan G. McRae, dated April 25, 1859, at \$1,750 per annum.

Leave Fayetteville Sunday, Tuesday, and Thursday at 1 p. m.; arrive at Cheraw next days by 8 a. m.

Leave Cheraw Monday, Wednesday, and Friday at 9 a. m.; arrive at Fayetteville next days by 4 a. m.

ROUTE No. 5106.

From Fayetteville to Swift Island, 95½ miles, and back, once a week.

Bidders' names.	Sum per annum.
W. C. Troy.....	\$900, one-horse buggy.
John T. McKinnon.....	800, buggy or sulky.
A. H. Sanders.....	698.
Wm. McRae.....	690, 000 .
G. H. Sedberry.....	590.
A. J. Bunton.....	590.
G. H. Sedberry.....	529, schedule proposed.
John R. Scarborough.....	500. <i>Accepted April 25, 1859.</i>
Archibald Graham, (after time).	1,900, buggy. (Received April 6, 1859.)

Contract made with John R. Scarborough, dated April 25, 1859, at \$500 per annum.

Leave Fayetteville Tuesday at 9 a. m.; arrive at Swift Island Thursday by 12 m.

Leave Swift Island Saturday at 11 a. m.; arrive at Fayetteville Monday by 6 p. m.

ROUTE No. 5107.

From Fayetteville to Swift Island, 82 miles, and back, once a week.

Bidders' names.	Sum per annum.
Henry H. Thomas.....	\$850.
William McRae.....	497, 000 .
Aaron H. Sanders.....	493.
Thomas C. Hattom.....	450. <i>Accepted April 25, 1859.</i>
Archibald Graham, (after time).	1,800, buggy. (Received April 6, 1859.)

Contract made with Thomas C. Hattom, dated April 25, 1859, at \$450 per annum.

Leave Fayetteville Wednesday at 6 a. m.; arrive at Swift Island next day by 6 p. m.

Leave Swift Island Monday at 6 a. m.; arrive at Fayetteville next day by 6 p. m.

ROUTE No. 5108.

From Fayetteville to High Point, 100 miles, and back, three times a week.

Bidders' names.	Sum per annum.
E. T. Clemmons.....	\$3,200, two-horse coach.
John C. Blocker.....	2,900.
H. L. Robards.....	2,885, two-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with H. L. Robards, dated April 25, 1859, at \$2,885 per annum.

Leave Fayetteville Monday, Wednesday, and Friday at 1 p. m.; arrive at High Point next days by 1 p. m.

Leave High Point Tuesday, Thursday, and Saturday at 3 p. m.; arrive at Fayetteville next days by 3 p. m.

ROUTE No. 5109.

From Fayetteville to Raleigh, 58 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Benjamin F. Shaw	\$2,440, two-horse coach.
M. McKinnon	2,340, two-horse hack.
John C. Blocker	1,900, sulky.
P. Shewell	1,850.
Wm. G. Adams	1,795.
Duncan G. McRae	1,750, buggy. <i>Accepted April 25, 1859, and service reduced to twice a week, and pay to \$1,167 per annum.</i>

Contract made with Duncan G. McRae, dated April 25, 1859, at \$1,167 per annum.

Leave Fayetteville Tuesday and Saturday at 5 a. m.; arrive at Raleigh by 9 p. m.

Leave Raleigh Monday and Friday at 5 a. m.; arrive at Fayetteville by 9 p. m.

ROUTE No. 5110.

From Clinton to Averysboro', 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Blocker & Love	\$395.
Finley & Adams	370.
J. B. Cox	320, buggy.
Allen Williamson	265, route changed to cover 5111 on return trip.
	304.
Everett Peterson	242, route changed to include 5111 on return trip.
	<i>Accepted April 25, 1859.</i>
	258, buggy or sulky.

Contract made with Everett Peterson, dated April 25, 1859, at \$242 per annum.

Leave Clinton Wednesday at 6 a. m.; arrive at Averysboro' by 8 p. m.

Leave Averysboro' Thursday at 6 a. m.; arrive at Clinton by 8 p. m.

ROUTE No. 5111.

From Clinton to Hawley's Store, 21 miles, and back, once a week.

Bidders' names.	Sum per annum.
John C. Blocker	\$194.
Finley & Adams	183.
J. B. Cox	160, sulky or buggy.
Everett Peterson	104.
Allen Williamson	104.

(Not let; covered by route 5110.)

ROUTE No. 5112.

From Clinton to Dobbinsville, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
John C. Blocker	\$165.
Finley & Adams	160.
J. B. Cox	136, sulky.
Allen Williamson	74.
Everett Peterson	69. <i>Accepted April 25, 1859.</i>

Contract made with Everett Peterson, dated April 25, 1859, at \$69 per annum.

Leave Clinton Saturday at 7 a. m.; arrive at Dobbinsville by 12 p. m.

Leave Dobbinsville Saturday at 1 p. m.; arrive at Clinton by 6 p. m.

ROUTE No. 5113.

From Clinton to Harrell's Store, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
Blocker & Love	\$215.
J. B. Cox	130, buggy or sulky.
Allen Williamson	74.
Everett Petersen	69, sulky.
John Robinson	58.
	72, extend from Clinton to Dobbinsville.

(Not let.)

ROUTE No. 5114.

From West Brook to Black River Chapel, 45 miles, and back, once a week.

Bidder's name.	Sum per annum.
Joseph Elwell	\$350. <i>Accepted April 25, 1859.</i>

Contract made with Joseph Elwell, dated April 25, 1859, at \$350 per annum.

Leave West Brook Thursday at 7 a. m.; arrive at Black River Chapel next day by 11 a. m.

Leave Black River Chapel Friday at 12 m.; arrive at West Brook next day by 4 p. m.

ROUTE No. 5115.

From Elizabethtown to Clinton, 36 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. B. Cox	\$420, sulky.
Rice & Melvin	365.
John C. Blocker	349.
Finley & Adams	287. <i>Accepted April 25, 1859.</i>

Contract made with Finley & Adams, dated April 25, 1859, at \$287 per annum.

Leave Elizabethtown Tuesday at 6 a. m.; arrive at Clinton by 6 p. m.

Leave Clinton Wednesday, at 6 a. m.; arrive at Elizabethtown by 6 p. m.

ROUTE No. 5116.

From Elizabethtown, by Bryant's Swamp, &c., to Elizabethtown, equal to 24 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers	\$238.
J. C. Blocker	195. <i>Accepted April 25, 1859.</i>

Contract made with J. C. Blocker, dated April 25, 1859, at \$195 per annum.

Leave Elizabethtown Saturday at 5 a. m.; arrive at Elizabethtown by 9 p. m.

ROUTE No. 5117.

From Lumberton to Howellsville, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$167.
Stuckey & Rogers	138.
Charles Ivy	90. <i>Accepted April 25, 1859.</i>

Contract made with Charles Ivy, dated April 25, 1859, at \$90 per annum.

Leave Lumberton Monday at 7 p. m.; arrive at Howellsville by 12 m.

Leave Howellsville Monday at 1 p. m.; arrive at Lumberton by 6 p. m.

ROUTE No. 5118.

From Lumberton, by Raft Swamp, Philadelphus, &c., to Lumberton, equal to 34½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$287.
Stuckey & Rogers	285.

Bidders' names.	Sum per annum.
J. L. McColl.....	\$248.
DeBerry, McLeod & Ambrose....	234.
Charles Ivy.....	150. <i>Accepted April 25, 1859.</i>

Contract made with Charles Ivy, dated April 25, 1859, at \$150 per annum.
 Leave Lumberton Wednesday at 6 a. m.; arrive at Lumberton next day by 6 p. m.

ROUTE No. 5119.

From Leesville to Marion C. H., South Carolina, 32 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$287.
Stuckey & Rogers.....	287.
J. L. McColl.....	248.
DeBerry, McLeod & Ambrose....	225.
John Williams.....	185.
Henry P. Jenkins.....	175. <i>Accepted April 25, 1859.</i>

Contract made with Henry P. Jenkins, dated April 25, 1859, at \$175 per annum.
 Leave Leesville Friday at 7 a. m.; arrive at Marion C. H., by 7 p. m.
 Leave Marion C. H. Saturday at 7 a. m.; arrive at Leesville by 7 p. m.

ROUTE No. 5120.

From Dundarrach to Montpelier, 14 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John H. McWilliam.....	\$200 00.
Stuckey & Rogers.....	188 00.
Henry J. Conoly.....	180 00.
David McNeill.....	161 49.
William H. Baley.....	150 00. <i>Accepted April 25, 1859.</i>

Contract made with William H. Baley, dated April 25, 1859, at \$150 per annum.
 Leave Dundarrach Monday and Wednesday at 7 a. m.; arrive at Montpelier by 11 a. m.
 Leave Montpelier Monday and Wednesday by 12 m.; arrive at Dundarrach by 4 p. m.

ROUTE No. 5121.

From Johnsonville, by Harrington, Long Street, &c., to Johnsonville, equal to 26 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$283. 571, twice a week.
Hugh A. Cameron.....	150, 000. <i>Accepted April 25, 1859.</i> 260, 000, twice a week.

Contract made with Hugh A. Cameron, dated April 25, 1859, at \$150 per annum.
 Leave Johnsonville Tuesday at 5 a. m.; arrive at Johnsonville by 9 p. m.

ROUTE No. 5122.

From Carthage to Norwood, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. Luther.....	\$293 75.
B. T. Mills.....	275 00.
Thomas Lilly.....	265 00.
John R. Scarborough.....	250 00.
William McRae.....	248 00, 000.
Angus McInnis.....	240 00. <i>Accepted April 25, 1859.</i>
Livingston & Berkhead, (after time.)	248 50. (Received April 12, 1859.)

Contract made with Angus McInnis, dated April 25, 1859, at \$240 per annum.
 Leave Carthage Wednesday at 7 a. m.; arrive at Pekin by 6 p. m.
 Leave Pekin Thursday at 7 a. m.; arrive at Norwood by 12 m.
 Leave Norwood Thursday at 1 p. m.; arrive at Pekin by 6 p. m.
 Leave Pekin Tuesday at 7 a. m.; arrive at Carthage by 6 p. m.

ROUTE No. 5123.

From Troy to Page's Station, 21 miles, and back, twice a week.

Bidders' names.	Sum per annum.
A. H. Sanders.....	\$279.
John McLennan.....	250.
Malcom M. Leach	220, ⁰⁰⁰ , horse. <i>Accepted April 25, 1859.</i>

Contract made with Malcom M. Leach, dated April 25, 1859, at \$220 per annum.

Leave Troy Monday and Friday at 12 m.; arrive at Page's Station by 6 p. m.

Leave Page's Station Tuesday and Saturday at 8½ a. m., or on arrival of High Point mail; arrive at Troy by 2½ p. m.

ROUTE No. 5124.

From Haywood to Haywood, equal to 21½ miles, and back, once a week.

Bidder's name.	Sum per annum.
William Moore	\$175. <i>Accepted April 25, 1859.</i>

Contract made with William Moore, dated April 25, 1859, at \$175 per annum.

Leave Haywood Wednesday at 5 a. m.; arrive at Summerville by ½ p. m.

Leave Summerville Wednesday at 1 p. m.; arrive at Haywood by 8½ p. m.

ROUTE No. 5125.

From Summerville to Barclaysville, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
Benjamin F. Shaw.....	\$124 40.
John C. Ballentine.....	60 00, ⁰⁰⁰ , from Kinney's Creek, by Barclaysville, to Buey's Creek. <i>Accepted April 25, 1859.</i>

Contract made with John C. Ballentine, dated April 25, 1859, at \$60 per annum.

Leave Kinney's Creek Saturday at 8 a. m.; arrive at Buey's Creek by 12 m.

Leave Buey's Creek Saturday at 1 p. m.; arrive at Kinney's Creek by 5 p. m.

ROUTE No. 5126.

From Morrisville to Salisbury, 107 miles, and back, three times a week to Pittsboro', and twice a week the residue.

Bidders' names.	Sum per annum.
Thomas W. Wamble.....	\$8,000, commence at Pittsboro'.
Hitchcock & Poe.....	2,500.
Horace L. Roberts.....	2,485, two-horse coach.
	2,190, two-horse coach to Pittsboro', ⁰⁰⁰ residue.
M. D. Williams	1,845, two-horse hack to Pittsboro', horse residue.
John W. Welder.....	1,775, four-horse coach from Morrisville to Pittsboro', horse residue.
	1,700, ⁰⁰⁰ , conditionally.
A. F. Page	1,740, ⁰⁰⁰ . <i>Accepted April 25, 1859.</i>

Contract made with A. F. Page, dated April 25, 1859, at \$1,740 per annum.

Leave Morrisville Monday, Wednesday, and Friday at 10 a. m.; arrive at Pittsboro' by 4 p. m.

Leave Pittsboro' Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Morrisville by 2 p. m.

Leave Pittsboro' Monday and Friday at 4 p. m.; arrive at Salisbury next days by 4½ p. m.

Leave Salisbury Monday and Friday at 10 a. m.; arrive at Pittsboro' next days by 12 m.

ROUTE No. 5127.

From Carey to Holly Springs, 12 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John W. Trawick.....	\$170 00.
Wyley Mainard.....	149 50.
L. B. Seagraves	148 00.
Jesse A. Norris	144 99.
Leonard House	132 00.
K. Jones.....	130 00.
Abner Lashley.....	80 00.
(Not let.)	

ROUTE No. 5128.

From Pittsboro' to Hackney's Cross Roads, 6 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph D. Hackney.....	\$75.
Joshua H. Ward	74.
Barney Riddle.....	50.
(Not let.)	

ROUTE No. 5129.

From Pittsboro' to Branch, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$193.
James L. Fields.....	100.
(Not let.)	

ROUTE No. 5130.

From Pittsboro' to Caledonia, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
Roderick N. Bruce.....	\$445.
W. C. Clayton.....	325.
Josiah J. White.....	295.
William S. Ward.....	275. <i>Accepted April 25, 1859.</i>
W. C. Moffitt	268. No guarantors.

Contract made with William S. Ward, dated April 25, 1859, at \$275 per annum.

Leave Pittsboro' Thursday at 5 a. m.; arrive at Caledonia next day by 12 m.

Leave Caledonia Friday at 1 p. m.; arrive at Pittsboro' next day by 8 p. m.

ROUTE No. 5131.

From Reed Creek to Carthage, 34 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$293.
E. Q. Sowell.....	290.
E. B. Branson	274.
Joseph L. Reece.....	248.
William S. Ward.....	234. <i>Accepted April 25, 1859.</i>

Contract made with William S. Ward, dated April 25, 1859, at \$234 per annum

Leave Reed Creek Saturday at 7 a. m.; arrive at Carthage by 6 p. m.

Leave Carthage Friday at 7 a. m.; arrive at Reed Creek by 6 p. m.

ROUTE No. 5132.

From Prosperity to Watson's Bridge, 14 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. Q. Sowell	\$125.
Abram Stultz.....	115.
(Not let.)	

ROUTE No. 5133.

From Franklinville to Page's Station, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
H. Cox	\$98 50.
William R. Brown	95 00.
Onslow Craven	51 00.

(Not let.)

ROUTE No. 5134.

From Ashboro' to Hill's Store, 17 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$173.
Henry Henley	100.
Nathan H. Hill	95.
Silas Kearns	90.
Joseph B. Guthrie	84. <i>Accepted April 25, 1859.</i>

Contract made with Joseph B. Guthrie, dated April 25, 1859, at \$34 per annum.

Leave Ashboro' Saturday at 1 p. m.; arrive at Hill's Store by 6½ p. m.

Leave Hill's Store Saturday at 6½ a. m.; arrive at Ashboro' by 12 m.

ROUTE No. 5135.

From Ashboro' to Cox's Mills, 14 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$171 00.
Thomas Lucas	35 00.
William Bean	24 95.

(Not let.)

ROUTE No. 5136.

From Durham to South Lowell, 24½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$587.
John C. McCown	445.
John H. Watson	435.
M. Green	400.
Lucas Nichols	399.
F. C. Geer	398.
Jefferson Green	375.
E. G. Mangum	294.
Wm. D. Lunsford	274. <i>Accepted April 25, 1859.</i>

Contract made with Wm. D. Lunsford, dated April 25, 1859, at \$274 per annum.

Leave Durham Tuesday and Friday at 11 a. m.; arrive at South Lowell by 8 p. m.

Leave South Lowell Wednesday and Saturday at 5 a. m.; arrive at Durham by 2 p. m.

ROUTE No. 5137.

From Durham to Chapel Hill, 12 miles, and back, six times a week.

Bidders' names.	Sum per annum.
John Stoops	\$475.
John H. Watson	445, two-horse hacks.
Matthew Hunter	336.
Richard H. Lee	175, two-horse stages. <i>Accepted April 25, 1859.</i>

Contract made with Richard H. Lee, dated April 25, 1859, at \$175 per annum.

Leave Durham daily, except Sunday, at 7½ a. m.; arrive at Chapel Hill by 11 a. m.

Leave Chapel Hill daily, except Sunday, at 4 p. m.; arrive at Durham by 7 p. m.

ROUTE No. 5138.

From Hillsboro' to Chapel Hill, 12 miles, and back, six times a week.

Bidders' names.	Sum per annum.
John Stoops.....	\$475.
John H. Watson.....	470, two-horse hacks.
Richard H. Lee.....	435, two-horse coach.
Archibald Cline.....	300, 000.
James R. Gattis.....	249, two-horse coach. <i>Accepted April 25, 1859.</i>
J. P. Hunnicutt, (after time).....	565, two-horse coach.
	471, 000.

Contract made with James R. Gattis, dated April 25, 1859, at \$249 per annum.

Leave Hillsboro' daily, except Sunday, at 3 p. m.; arrive at Chapel Hill by 6½ p. m.

Leave Chapel Hill daily, except Sunday, at 3 a. m.; arrive at Hillsboro' by 6 a. m.

ROUTE No. 5139.

From Hillsboro' to Whitlock, 44 miles, and back, three times a week to Milton, and six times a week the residue.

Bidders' names.	Sum per annum.
John H. Watson.....	\$1,500, horse to Milton, two-horse hack residue.
A. G. Walters.....	1,275, or 1,443, 000, or 1,773, two-horse coach.
B. Hines.....	1,190, two-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with B. Hines, dated April 25, 1859, at \$1,190 per annum.

Leave Hillsboro' Tuesday, Thursday, and Saturday at 11½ a. m.; arrive at Milton by 10½ p. m.

Leave Milton daily, except Sunday, at 5½ a. m.; arrive at Whitlock by 8 a. m.

Leave Whitlock daily, except Sunday, at ¾ p. m.; arrive at Milton by 3 p. m.

Leave Milton Monday, Wednesday, and Friday at 3 a. m.; arrive at Hillsboro' by 1½ p. m.

ROUTE No. 5140.

From Hillsboro' to South Boston Depot, 48 miles, and back, three times a week.

Bidders' names.	Sum per annum.
James Faulkner.....	\$3,000, 000. 1,150, 000, twice a week.
Wilson Homer.....	2,499, two-horse coach.
S. R. Gattis.....	2,474, two-horse hack.
H. C. Wade.....	1,473, 000. 1,983, two-horse hack.
J. P. Hunnicutt.....	1,142. 1,229.
Webb & Daniels.....	1,175.
John H. Breese.....	993. <i>Accepted April 25, 1859.</i>

Contract made with John H. Breese, dated April 25, 1859, at \$993 per annum.

Leave Hillsboro' Monday, Wednesday, and Friday at 2 p. m.; arrive at Roxborough by 8 p. m.

Leave Roxborough Tuesday, Thursday, and Saturday at 2½ a. m.; arrive at South Boston Depot by 8½ a. m.

Leave South Boston Depot Tuesday, Thursday, and Saturday at 12 m.; arrive at Roxborough by 6 p. m.

Leave Roxborough Wednesday, Friday, and Monday at 5 a. m.; arrive at Hillsborough by 11 a. m.

ROUTE No. 5141.

From Hillsboro' to Rock Creek, 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$283.
John Stoops.....	200.
John H. Breese.....	199.
D. A. H. Cook.....	93. <i>Accepted April 25, 1859.</i>

Contract made with D. A. H. Cook, dated April 25, 1859, at \$93 per annum.

Leave Hillsborough Thursday at 9 a. m.; arrive at Rock Creek by 6 p. m.

Leave Rock Creek Friday at 6 a. m.; arrive at Hillsborough by 3 p. m.

ROUTE No. 5142.

From Hillsborough to Snow Camp, 28½ miles, and back, three times a week to Oaks, and twice a week the residue.

Bidders' names.	Sum per annum.
C. Dixon.....	\$494, three times a week.
James Roberson.....	393.
Abner Conklin.....	325. <i>Accepted April 25, 1859.</i>
	350.
Joseph C. Thompson.....	345.
T. P. Bradshaw.....	330.

Contract made with Abner Conklin, dated April 25, 1859, at \$325 per annum.

Leave Hillsborough Monday, Wednesday, and Friday at 11½ a. m.; arrive at Oaks by 3¼ p. m.

Leave Oaks Monday and Friday at 3½ p. m.; arrive at Snow Camp by 8½ p. m.

Leave Snow Camp Tuesday and Saturday at 6 a. m.; arrive at Oaks by 11 a. m.

Leave Oaks Tuesday, Thursday, and Saturday at 11¼ a. m.; arrive at Hillsborough by 3 p. m.

ROUTE No. 5143.

From Hillsborough to Hillsborough, equal to 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Stoops.....	\$125.
Samuel H. Breese.....	119.
Peter A. Ray.....	100.

(Not let.)

ROUTE No. 5144.

From Chapel Hill to Moringsville, 8 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John Stoops.....	\$175 00.
Wyley Mainor.....	104 90.
Canon Davis.....	90 00.
Kerney Riggsbee.....	90 00.
James F. O'Kelly.....	80 00. <i>Accepted April 25, 1859, and reduce service once a week, and pay to \$40 per annum.</i>

Contract made with James F. O'Kelly, dated April 25, 1859, at \$40 per annum.

Leave Chapel Hill Saturday at 3 p. m.; arrive at Moringsville by 6 p. m.

Leave Moringsville Saturday at 7 a. m.; arrive at Chapel Hill by 10 a. m.

ROUTE No. 5145.

From Chapel Hill, by Rialto, Riggsbee's Store, &c., &c., to Chapel Hill, equal to 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
John H. Watson.....	\$146.
Nash Cheek.....	145.
John Stoops.....	130. <i>Accepted April 25, 1859.</i>

Contract made with John Stoops, dated April 25, 1859, at \$130 per annum.

Leave Chapel Hill Saturday at 6 a. m.; arrive at Chapel Hill by 8 p. m.

ROUTE No. 5146.

From Leasburg to Roxborough, 21 miles, and back, once a week.

Bidders' names.	Sum per annum.
John N. Whitbore.....	\$500.
Calvin Hawkins.....	169.
William W. Wrenn.....	129.
J. D. Stanifield.....	119. <i>Accepted April 25, 1859.</i>
(After time)	
John D. Clayton, jr.....	123. (Received 7th, 1859.)

Contract made with J. D. Stanifield, dated April 25, 1859, at \$119 per annum.

Leave Leasburg Thursday at 1 p. m.; arrive at Roxborough by 8 p. m.

Leave Roxborough Thursday at 5 a. m.; arrive at Leasburg by 12 m.

ROUTE No. 5147.

From Milton to Moore's Store, 7 miles, and back, once a week.

Bidder's name.	Sum per annum.
Robert F. Oliver.....	\$125.
(Not let.)	

ROUTE No. 5148.

From Roxborough to Oxford, 28 miles, and back, once a week.

Bidder's name.	Sum per annum.
James Hamlin.....	\$234.
	100, end at Centre Grove. <i>Accepted April 25, 1859</i>

Contract made with James Hamlin, dated April 25, 1859, at \$100 per annum.

Leave Roxborough Saturday at 8 a. m.; arrive at Centre Grove by 12 m.

Leave Centre Grove Saturday at 1 p. m.; arrive at Roxborough by 5 p. m.

ROUTE No. 5149.

From Roxborough to Williamsville, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$167.
James Hamlin.....	124.
William W. Wrenn.....	104.
(After time)	
George Duncan.....	70. (Received April 4, 1859.)
(Not let.)	

ROUTE No. 5150.

From Mebanesville to Leasburg, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. F. Watson.....	\$60, Watsonsville to Smith's Store.
James Long.....	65, twice a week, end at Pleasant Grove. <i>Accepted April 25, 1859.</i>

[Contract made with James Long, dated April 25, 1859, at \$65 per annum.

Leave Mebanesville Wednesday and Saturday at 1 p. m.; arrive at Pleasant Grove by 3½ p. m.

Leave Pleasant Grove Wednesday and Saturday at 8½ a. m.; arrive at Mebanesville by 11 a. m.

ROUTE No. 5151.

From Mebanesville to Melville, 6 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John W. Craig.....	\$80. <i>Accepted April 25, 1859.</i>
James Long.....	65, twice a week, end at Pleasant Grove.

Contract made with John W. Craig, dated April 25, 1859, at \$80 per annum.

Leave Mebanesville Tuesday, Thursday, and Saturday at 1½ p. m.; arrive at Melville by 3½ p. m.

Leave Melville Tuesday, Thursday, and Saturday at 9½ a. m.; arrive at Mebanesville by 11½ a. m.

ROUTE No. 5152.

From Graham to Ashborough, 50 miles, and back, twice a week.

Bidders' names.	Sum per annum.
J. B. Troy.....	\$1,000 00, three times a week.
Jos. L. Reece.....	832 00.
Simeon McMaster.....	750 00.
Henry Craven, jr.....	724 00.
John B. Troy.....	600 00.
John Taylor.....	550 00, ooo ; bid not signed.
Henry Coble.....	469 50.
Alfred Graves.....	465 00.
Ephraim Mitchell.....	575 00.
Daniel McR. Cook.....	349 00. <i>Accepted April 25, 1859, and service reduced to once a week, and pay to \$175 per annum.</i>
Henry Craven.....	516 00.

Contract made with Daniel McR. Cook, dated April 25, 1859, at \$175 per annum.

Leave Graham Monday at 1 p. m.; arrive at Ashborough next day by 7 p. m.

Leave Ashborough Tuesday at 7 p. m.; arrive at Graham next day by 11 a. m.

ROUTE No. 5153.

From Graham to Morton's Store, 15 miles, and back, once a week.

Bidder's name.	Sum per annum.
H. H. Morton.....	\$50, or net proceeds if preferred.
(Not let.)	

ROUTE No. 5154.

From Company's Shop to Danville, Virginia, 43 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Horace L. Robards.....	\$1,760, two-horse coach.
George D. Moore.....	1,141.
John H. Watson.....	1,135.
R. H. Lewis.....	999.
A. G. Walters.....	897.
	1,047, ooo .
	1,247, two-horse coach.
Peter Adams.....	700, two-horse hack. <i>Accepted April 25, 1859.</i>

Contract made with Peter Adams, dated April 25, 1859, at \$700 per annum.

Leave Company's Shop Sunday, Wednesday and Friday, at 8 a. m.; arrive at Yanceyville by 2½ p. m.

Leave Yanceyville Sunday, Wednesday, and Friday at 3 p. m.; arrive at Danville by 7½ p. m.

Leave Danville Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Yanceyville by ½ p. m.

Leave Yanceyville Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Company's Shop by 7 p. m.

ROUTE No. 5155.

From Gibsonville to Allemance, 4 miles, and back, twice a week.

Bidder's name.	Sum per annum.
John W. Paylor.....	\$150.
(Not let.)	

ROUTE No. 5156.

From Gibsonville to Summers's Mill.

Bidder's name.	Sum per annum.
John W. Paylor.....	\$75.
(Not let.)	

ROUTE No. 5157.

From Greensboro' to Ashboro', 30½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$643.
John Stoops.....	400.
Peter Adams.....	350.
Andrew Cunningham.....	300.
<i>Accepted April 25, 1859, and service reduced to once a week, and pay to \$150 per annum.</i>	

Contract made with Andrew Cunningham, dated April 25, 1859, at \$150 per annum.

Leave Greensboro' Friday at 9 a. m. ; arrive at Ashboro' by 6 p. m.

Leave Ashboro' Saturday at 9 a. m. ; arrive at Greensboro' by 6 p. m.

ROUTE No. 5158.

From Greensboro' to Yanceyville, 39½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
Joseph Holderly.....	\$893, 000.
A. G. Walters.....	887.
Peter Adams.....	800, two-horse hack.
S. S. B. Smith.....	796.
John Stoops.....	590. <i>Accepted April 25, 1859.</i>

Contract made with John Stoops, dated April 25, 1859, at \$590 per annum.

Leave Greensboro' Monday, Wednesday, and Friday at 6 a. m. ; arrive at Yanceyville by 7 p. m.

Leave Yanceyville Tuesday, Thursday, and Saturday at 6 a. m. ; arrive at Greensboro' by 7 p. m.

ROUTE No. 5159.

From Greensboro' to Salem, 28 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Israel Kerner.....	\$700, two-horse hack.
	477.
Peacock & Lewis.....	647, three times a week, one-horse vehicle.
John Heisler.....	575, three times a week, buggy.
	474, one-horse buggy.
Peter Adams.....	500.
E. T. Cummons.....	490.
John Stoops.....	400. <i>Accepted April 25, 1859.</i>
	575, three times a week.
(After time.)	
J. P. Hunnicutt.....	385, 000.

Contract made with John Stoops, dated April 25, 1859, at \$400 per annum.

Leave Greensboro' Tuesday and Friday at 6 a. m. ; arrive at Salem by 3 p. m.

Leave Salem Wednesday and Saturday at 6 a. m. ; arrive at Greensboro' by 3 p. m.

ROUTE No. 5160.

From Greensboro' to Danville, 52 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John H. Pollock.....	\$3,230.
George D. Moore.....	1,639.
E. T. Clemmons.....	1,600, two-horse coach.

Bidders' names.	Sum per annum.
A. G. Walters.....	\$993. 1,243, 000. 1,589, two-horse coach.
Peter Adams.....	700, two-horse hack. <i>Accepted April 25, 1859.</i>

Contract made with Peter Adams, dated April 25, 1859, at \$700 per annum.

Leave Greensboro' Tuesday, Thursday, and Saturday at 3 p. m. ; arrive at Danville next days by 3 a. m.

Leave Danville Monday, Wednesday, and Friday at 3 p. m. ; arrive at Greensboro' next days by 3 a. m.

ROUTE No. 5161.

From Greensboro' to Pittsborough, 66 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Stoops.....	\$450.
Caleb Dixon.....	374.
Alfred Graves.....	337.
Cornelius Moor.....	270.
D. A. H. Cook.....	249. <i>Accepted April 25, 1859.</i>

Contract made with D. A. H. Cook, dated April 25, 1859, at \$249 per annum.

Leave Greensboro' Friday at 6 a. m. ; arrive at Pittsborough next day by 6 p. m.

Leave Pittsborough Wednesday at 6 a. m. ; arrive at Greensboro' next day by 6 p. m.

ROUTE No. 5162.

From Summerfield to Oak Ridge, 4 miles, and back, twice a week.

Bidders' names.	Sum per annum.
William E. Gardner.....	\$110.
Thomas J. Benbow.....	100.
William M. Linville.....	100.
John F. Holt.....	60.
John M. Bowman.....	59.
Benton Tatum.....	58. <i>Accepted April 25, 1859.</i>

Contract made with Benton Tatum, dated April 25, 1859, at \$58 per annum.

Leave Summerfield Monday and Thursday at 8 a. m. ; arrive at Oak Ridge by 9 a. m.

Leave Oak Ridge Monday and Thursday at 6 a. m. ; arrive at Summerfield by 7 a. m.

ROUTE No. 5163.

From Reidsville to Yanceyville, 26 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John Stoops.....	\$420.
James H. Hall.....	312.
Robert J. Shreve.....	299.
William G. Stewart.....	290.
E. T. Hudson.....	289. <i>Accepted April 25, 1859.</i>

Contract made with E. T. Hudson, dated April 25, 1859, at \$289 per annum.

Leave Reidsville Tuesday and Saturday at 6 a. m. ; arrive at Yanceyville by 1 p. m.

Leave Yanceyville Tuesday and Saturday at 2 p. m. ; arrive at Reidsville by 9 p. m.

ROUTE No. 5164.

From Jamestown to Deep River, 7½ miles, and back, once a week.

Bidder's name.	Sum per annum.
Joseph W. Pattison.....	\$39. <i>Accepted April 25, 1859.</i>

Contract made with Joseph W. Pattison, dated April 25, 1859, at \$39 per annum.

Leave Jamestown Saturday at 11 a. m. ; arrive at Deep River by 2 p. m.

Leave Deep River Saturday at 2½ p. m. ; arrive at Jamestown by 5½ p. m.

ROUTE No. 5165.

From Jamestown to Gladesboro', 8 miles, and back, once a week.

Bidder's name.	Sum per annum.
Anson Gray.....	\$45.
(Not let.)	

ROUTE No. 5166.

From High Point to Salem, 18 miles, and back, daily.

Bidders' names.	Sum per annum.
Horace L. Robards.....	\$985, two-horse coach.
E. A. & H. Welch.....	950, two-horse vehicle.
Wm. W. Pace.....	894, 000, six times a week.
Peter Adams.....	650, four-horse coach.
E. T. Clemmons.....	450, two-horse coach. <i>Accepted April 25, 1859.</i>
	700, four-horse coach.

Contract made with E. T. Clemmons, dated April 25, 1859, at \$450 per annum.

Leave High Point daily at 3½ p. m.; arrive at Salem by 6½ p. m.

Leave Salem daily at 6½ a. m.; arrive at High Point by 9½ a. m.

ROUTE No. 5167.

From High Point to Trinity College, 5 miles, and back, six times a week.

Bidders' names.	Sum per annum.
E. T. Clemmons.....	\$450, two-horse coach.
M. L. Leach.....	575, two-horse hack.
Benjamin F. Steed.....	312, two-horse hack.
Wm. W. Pace.....	294, 000.
W. R. Frazer.....	285, two-horse hack.
Benjamin F. Steed.....	247, 000.
F. J. Harris.....	233.
W. R. Frazer.....	225, buggy. <i>Accepted April 25, 1859.</i>

Contract made with W. R. Frazer, dated April 25, 1859, at \$225 per annum.

Leave High Point daily, except Sunday, at 3½ p. m.; arrive at Trinity College by 4½ p. m.

Leave Trinity College daily, except Sunday, at 8 a. m.; arrive at High Point by 9½ a. m.

ROUTE No. 5168.

From Trinity College to New Market, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph Farbow.....	\$120.
John Stoops.....	100.
A. J. Harris.....	78.
	104, embrace Gladesboro' on return trip, and omit La Grange. <i>Accepted April 25, 1859.</i>

Contract made with A. J. Harris, dated April 25, 1859, at \$104 per annum.

Leave Trinity College, Wednesday, at 8½ a. m.; arrive at New Market by 11 a. m.

Leave New Market Wednesday at 12 m.; arrive at Trinity College by 6 p. m.

ROUTE No. 5169.

From Thomasville to Troy, 47 miles, and back, once a week.

Bidders' names.	Sum per annum.
Evans Wilbinne.....	\$600, twice a week.
Wm. Burney.....	430, twice a week.
Aaron A. Sanders.....	424.
A. J. Harris.....	364.
	653, twice a week.
Evans Willbourn.....	312.
Hezekiah L. Andrews.....	274.
William Burney.....	219. <i>Accepted April 25, 1859.</i>
	438, twice a week.

Contract made with William Burney, dated April 25, 1859, at \$219 per annum.

Leave Thomasville Thursday at 6 a. m.; arrive at Troy next day by 12 m.

Leave Troy Friday at 1 p. m.; arrive at Thomasville next day by 7 p. m.

ROUTE No. 5170.

From Thomasville to Shady Grove, 14 miles, and back, once a week.

Bidders' names.	Sum per annum.
Evans Willbourn.....	\$60.
James Collett	45. <i>Accepted April 25, 1859.</i>

Contract made with James Collett, dated April 25, 1859, at \$45 per annum.
 Leave Thomasville Saturday at 7 a. m.; arrive at Shady Grove by 11 a. m.
 Leave Shady Grove Saturday at 12 m.; arrive at Thomasville by 4 p. m.

ROUTE No. 5171.

From Lexington to Salem, 20 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Wm. W. Pace	\$1,599, two-horse coach.
E. T. Clemmons	1,200, two-horse coach.
Wm. W. Pace	900, ^{ooo} .
	1,148, ^{ooo} .
John H. White	1,170, two-horse coach.
	799, ^{ooo} .
Edward T. Boner.....	299, one-horse buggy. <i>Accepted April 25, 1859.</i>

Contract made with Edward T. Boner, dated April 25, 1859, at \$299 per annum.
 Leave Lexington daily, except Sunday, at 10½ a. m.; arrive at Salem by 3½ p. m.
 Leave Salem daily, except Sunday, at 4 a. m.; arrive at Lexington by 9 a. m.

ROUTE No. 5172.

From Lexington to Statesville, 48 miles, and back, twice a week to Fulton, and once a week the residue.

Bidders' names.	Sum per annum.
J. B. Shelton.....	\$750.
Joseph Shive.....	600.
J. L. Sherrill	500.
William W. Pace.....	498, ^{ooo} , twice a week.
	298. <i>Accepted April 25, 1859.</i>

Contract made with William W. Pace, dated April 25, 1859, at \$298 per annum.
 Leave Lexington Monday at 7 a. m.; arrive at Mocksville by 1 p. m., and at Statesville next day by 12 m.
 Leave Statesville Tuesday at 1 p. m.; arrive at Lexington next day by 6 p. m.
 Leave Lexington Friday at 7 a. m.; arrive at Fulton by 11 a. m.
 Leave Fulton Friday at 12 m.; arrive at Lexington by 4 p. m.

ROUTE No. 5173.

From Lexington to Ashboro', 37 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$297.
John Cox.....	175.
Henry Fritz.....	170.
William Fritz.....	170. <i>Accepted April 25, 1859.</i>
Frank R. Trench.....	175.

Contract made with William Fritz, dated April 25, 1859, at \$170 per annum.
 Leave Lexington Friday at 7 a. m.; arrive at Ashboro' by 7 p. m.
 Leave Ashboro' Saturday at 7 a. m.; arrive at Lexington by 7 p. m.

ROUTE No. 5174.

From Midway to Fulton, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. B. Shelton	\$125.
William Thomas.....	100.

(Not let.)

ROUTE No. 5175.

From Salisbury to Lincolnton, 54 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Thomas S. Long	\$1,150,
Benjamin F. Withers	1,000.
Horace L. Robards.....	995, hack or sulky.
James H. Newland.....	756.
	1,620, two-horse hack.
Austin Cornelius.....	625.
Thomas J. Caldwell.....	590. <i>Accepted April 25, 1859.</i>

Contract made with Thomas C. Caldwell, dated April 25, 1859, at \$590 per annum.

Leave Salisbury Monday and Thursday at 6 a. m.; arrive at Lincolnton next days by 12 m.

Leave Lincolnton Tuesday and Friday at 1 p. m.; arrive at Salisbury next days by 7 p. m.

ROUTE No. 5176.

From Salisbury to Newton, 49 miles, and back, six times a week, or daily, if cars so run.

Contract made with the Western North Carolina Railroad Company at \$2,450 per annum.

Leave Salisbury daily at 5 p. m.; arrive at Newton by 8 p. m.

Leave Newton daily at 8 a. m.; arrive at Salisbury by 11 a. m.

ROUTE No. 5177.

From Newton to Ashville, 94 miles, and back, three times a week.

Bidders' names.	Sum per annum.
D. C. & G. R. R. Dunn	\$5,250, four-horse coach.
	3,000, 000 .
Isaac B. Dunn.....	2,985, horse coach.
Sullivan & Gudger.....	2,800, two-horse coach.
C. S. Brown.....	1,000, four-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with C. S. Brown, dated April 25, 1859, at \$1,000 per annum.

Leave Newton Monday, Wednesday, and Friday, at 4 a. m.; arrive at Morgantown by 1 p. m.

Leave Morgantown Monday, Wednesday, and Friday, at 1½ p. m.; arrive at Ashville next days by 8 a. m.

Leave Ashville Tuesday, Thursday, and Saturday, at 4 a. m.; arrive at Morgantown by 10 p. m.

Leave Morgantown Tuesday, Thursday, and Saturday, at 10½ p. m.; arrive at Newton next days by 7 a. m.

ROUTE No. 5178.

From Salisbury to Cheraw, South Carolina, 83½ miles, and back, three times a week to Ansonville, and six times a week the residue.

Bidders' names.	Sum per annum.
Horace L. Robards.....	\$2,343.
	1,900, 000 . <i>Accepted April 25, 1859.</i>
	2,085, two-horse coach.
	1,800, two-horse coach, three times a week, whole route.
David Carpenter.....	4,000, two-horse hack.
James W. Steagall.....	6,000, two-horse hack.

Contract made with Horace L. Robards, dated April 25, 1859, at \$1,900 per annum.

Leave Salisbury Monday, Wednesday, and Friday, at 9 a. m.; arrive at Ansonville by 12 night.

Leave Ansonville daily, except Sunday, at 6 a. m.; arrive at Cheraw by 2 p. m.

Leave Cheraw daily, except Sunday, at 9 a. m.; arrive at Ansonville by 5 p. m.

Leave Ansonville Monday, Wednesday, and Friday, at 5½ p. m.; arrive at Salisbury next days by 4 p. m.

ROUTE No. 5179.

From Salisbury to Troy, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas C. Haltom.....	\$470.
Aaron H. Sanders.....	449. <i>Accepted April 25, 1859.</i>

Contract made with Aaron H. Sanders, dated April 25, 1859, at \$449 per annum.

Leave Salisbury Thursday at 6 a. m.; arrive at Troy next day by 12 m.

Leave Troy Friday at 1 p. m.; arrive at Salisbury next day by 7 p. m.

ROUTE No. 5180.

From Salisbury to Olin, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Horace L. Robards.....	\$399, 000.
William W. Pace.....	394, 000.
Finley & Adams.....	286. <i>Accepted April 25, 1859.</i>

Contract made with Finley & Adams, dated April 25, 1859, at \$286 per annum.

Leave Salisbury Wednesday at 6 a. m.; arrive at Olin by 6 p. m.

Leave Olin Thursday at 6 a. m.; arrive at Salisbury by 6 p. m.

ROUTE No. 5181.

From Salisbury to Mocksville, 16 miles, and back, three times a week. Proposals to extend over route 5238 to Huntsville. Also, bids to embrace Woodleaf and Mount Vernon.

Bidders' names.	Sum per annum.
William W. Pace.....	\$842, three times a week to Mocksville, and twice a week over 5238, 000.
H. R. Austin.....	700, two-horse hack.
Thomas E. Brown.....	695, two-horse coach.
William W. Pace.....	648, 000.
William Long.....	600, extend over route 5238 to Huntsville. <i>Accepted April 25, 1859.</i>
	550.
E. T. Clemmons.....	550, two-horse coach.
H. L. Robards.....	549, two-horse coach.
	1,200, extend over 5238.
William H. Krider, (after time)	1,000. (Received April 11, 1859.)

Contract made with William Long, dated April 25, 1859, at \$600 per annum.

Leave Salisbury Tuesday, Thursday, and Saturday, at 8½ a. m.; arrive at Huntsville by 7½ p. m.

Leave Huntsville Monday, Wednesday, and Friday, at 6 a. m.; arrive at Salisbury by 5 p. m.

ROUTE No. 5182.

From Eufaula to Mount Pleasant, 19 miles, and back, once a week.

Bidders' names.	Sum per annum.
N. Lefler.....	\$100.
Henry Miller.....	94. <i>Accepted April 25, 1859.</i>

Contract made with Henry Miller, dated April 25, 1859, at \$94 per annum.

Leave Eufaula Friday at 12 m.; arrive at Mount Pleasant by 6 p. m.

Leave Mount Pleasant Friday at 5 a. m.; arrive at Eufaula by 11 a. m.

ROUTE No. 5183.

From Concord to Railroad Depot, 1 mile, and back, twice daily.

Bidders' names.	Sum per annum.
Archibald Cline.....	\$300. (Received May 21, 1859.)
R. W. Foord.....	150. (Received May 28, 1859.)
(Not let.)	

ROUTE No. 5184.

From Concord, by Oak Lawn, Parke's Store, to Concord, equal to 18 miles, and back, once a week.

Bidder's name.	Sum per annum.
Robert W. White.....	\$260. Too high. Offered \$150 and accepted. 500, twice a week.

Contract made with Robert W. White, dated May 14, 1859, at \$150 per annum.
Leave Concord Tuesday at 8 a. m.; arrive at Concord by 8 p. m.

ROUTE No. 5185.

From Concord to Bost's Mills, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$173.
Archibald Cline.....	80.
N. Lefler	75. <i>Accepted April 25, 1859.</i>

Contract made with N. Lefler, dated April 25, 1859, at \$75 per annum.
Leave Concord Monday at 7 a. m.; arrive at Bost's Mills by 12 m.
Leave Bost's Mills Monday at 1 p. m.; arrive at Concord by 6 p. m.

ROUTE No. 5186.

From Harris's Depot to Monroe, 34 miles, and back, once a week.
Proposals to end at Coburn's Store invited.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$288.
R. W. White	260. commence at Concord. 200, end at Coburn's Store.
Henry Shell	250.
Solomon Harris	245. <i>Accepted April 25, 1859.</i>

Contract made with Solomon Harris, dated April 25, 1859, at \$245 per annum.
Leave Harris's Depot Wednesday at 7 a. m.; arrive at Monroe by 6 p. m.
Leave Monroe Thursday at 6 a. m.; arrive at Harris's Depot by 5 p. m.

ROUTE No. 5187.

From Charlotte to Statesville, 42 miles, and back, three times a week to Davidson College, and twice a week the residue; Granite Hill and Tulin to be supplied only on each alternate trip.

Bidders' names.	Sum per annum.
Horace L. Robards.....	\$1,473, two-horse coach to Davidson College, ^{ooo} residue. 1,250, ^{ooo} .
Elias Springs	960. 700.
James Lyons.....	600.
Absa Sherrill	510. <i>Accepted April 25, 1859.</i>
Philip A. Kelley	444. No guaranty.

Contract made with Absa Sherrill, dated April 25, 1859, at \$510 per annum.
Leave Charlotte Monday, Wednesday, and Saturday, at 1 p. m.; arrive at Davidson College by 7 p. m.
Leave Davidson College Monday, Wednesday, and Saturday, at 6 a. m.; arrive at Charlotte by 12 m.
Leave Statesville Tuesday and Friday at 1 p. m.; arrive at Davidson College by 8 p. m.
Leave Davidson College Tuesday and Friday at 5 a. m.; arrive at Statesville by 12 m.

ROUTE No. 5188.

From Charlotte to Beattie's Ford, and back by Mountain Island to Charlotte, equal to 26 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Thomas S. Long.....	\$350.
Finley & Adams.....	587.
William Pool.....	500.
John N. Shelton.....	498.
Elias A. Springs.....	420.
Geo. W. McDonald.....	416.
Benjamin F. Withers.....	400.
Elias A. Springs.....	386.
Austin Cornelius.....	330.
Thomas J. Caldwell.....	370.
Daniel M. Asbury.....	289. <i>Accepted April 25, 1859.</i>

Contract made with Daniel M. Asbury, dated April 25, 1859, at \$289 per annum.

Leave Charlotte Tuesday and Friday at 8 a. m.; arrive at Beattie's Ford by 6 p. m.

Leave Beattie's Ford Monday and Thursday at 8 a. m.; arrive at Charlotte by 6 p. m.

ROUTE No. 5189.

From Charlotte to Lincolnton, 34 miles, and back, six times a week.

Bidders' names.	Sum per annum.
L. A. Bicknell.....	\$2,850, two-horse hack.
Peter Adams.....	2,200, two-horse carriage.
D. C. & G. R. R. Dunn.....	900, two-horse carriage.
Sullivan & Gudger.....	800, two-horse carriage. <i>Accepted April 25, 1859.</i>

Contract made with Sullivan & Gudger, dated April 25, 1859, at \$800 per annum.

Leave Charlotte daily, except Sunday, at 8 p. m.; arrive at Lincolnton next day by 4 p. m.

Leave Lincolnton daily, except Monday, at 8 a. m.; arrive at Charlotte by 4 p. m.

ROUTE No. 5190.

From Charlotte to Dallas, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$315.
Geo. W. McDonald.....	260.
Berry Henry.....	250. <i>Accepted April 25, 1859.</i>

Contract made with Berry Henry, dated April 25, 1859, at \$250 per annum.

Leave Charlotte Wednesday at 7 a. m.; arrive at Dallas by 8 p. m.

Leave Dallas Thursday at 6 a. m.; arrive at Charlotte by 7 p. m.

ROUTE No. 5191.

From Charlotte to Lancaster C. H., 58 miles, and back, three times a week. Providence and Sharon only to be supplied on the out-going, and Rosevale on the return trips.

Bidders' names.	Sum per annum.
A. A. Bicknell.....	\$2,000, two-horse coach.
Rose & Stewart.....	1,500, two-horse hack.
Wm. Harwick.....	1,450, buggy or two-horse hack.
George W. McDonald.....	1,300, sulky. <i>Accepted April 25, 1859.</i>
John Consart.....	1,975, two-horse coach.

Contract made with George W. McDonald, dated April 25, 1859, at \$1,300 per annum.

Leave Charlotte Monday, Wednesday, and Friday at 6 a. m.; arrive at Lancaster C. H. next days by 5 a. m.

Leave Lancaster C. H. Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Charlotte next days by 5 a. m.

ROUTE No. 5192.

From Charlotte to Monroe, 34 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$287.
Henry Shell	250.
Joshua Harkey.....	200.
Geo. W. Hood.....	198.
James M. Wents.....	195. <i>Accepted April 25, 1859.</i>

Contract made with James M. Wents, dated April 25, 1859, at \$195 per annum.

Leave Charlotte Wednesday at 6 a. m.; arrive at Monroe by 6 p. m.

Leave Monroe Thursday at 6 a. m.; arrive at Charlotte by 6 p. m.

ROUTE No. 5193.

From Monroe to Wolfsville, 14 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$167.
John Gordon	140.
Henry Shell	90.
A. A. Laney.....	70. <i>Accepted April 25, 1859.</i>

Contract made with A. A. Laney, dated April 25, 1859, at \$70 per annum.

Leave Monroe Thursday at 8 a. m.; arrive at Wolfsville by $\frac{1}{2}$ p. m.

Leave Wolfsville Thursday at 1 p. m.; arrive at Monroe by $5\frac{1}{2}$ p. m.

ROUTE No. 5194.

From Walkersville to Pleasant Hill, 24 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$283.
E. D. Richardson.....	173.
Jonathan Wallard.....	150.

(Not let.)

ROUTE No. 5195.

From Wadesborough to Monroe, 48 miles, and back, twice a week to White's Store, and once a week the residue.

Bidders' names.	Sum per annum.
J. H. Saunders	\$445.
Joseph White.....	350. <i>Accepted April 25, 1859.</i>
	400 for this and 9196.

Contract made with Joseph White, dated April 25, 1859, at \$350 per annum.

Leave Wadesborough Thursday at 9 a. m.; arrive at Monroe next day by 12 m.

Leave Monroe Friday at 1 p. m.; arrive at Wadesborough next day by 4 p. m.

Leave Wadesborough Monday at 6 a. m.; arrive at White's Store by 12 m.

Leave White's Store Monday at 1 p. m.; arrive at Wadesborough by 7 p. m.

ROUTE No. 5196.

From Wadesborough to Monroe, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph White.....	\$400 for this and 9195.
Stuckey & Rogers.....	385.
Finley & Adams.....	363.
Henry Shell.....	300.
Joshua Harkey.....	200 <i>Accepted April 25, 1859.</i>

Contract made with Joshua Harkey, dated April 25, 1859, at \$200 per annum.
 Leave Wadesborough Wednesday at 6 a. m.; arrive at Monroe by 8 p. m.
 Leave Monroe Thursday at 6 a. m.; arrive at Wadesborough by 8 p. m.

ROUTE No. 5197.

From Wadesborough to Lanesborough, 12½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Lemuel B. Bennett.....	\$1,400, twice a week, two-horse coach, extend to Monroe.
	2,100, three times a week, two-horse coach, extend to Monroe.
Rose & Stewart.....	749, twice a week, two-horse hack, extend to Monroe.
	974, three times a week, two-horse hack, extend to Monroe.
Henry Shell.....	700, twice a week.
	1,000, three times a week.
Vernon Allen.....	80.
John H. Saunders.....	79.
(Not let.)	

ROUTE No. 5198.

From Wadesborough to Pekin, 31 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$288 00.
Finley & Adams.....	287 00.
John H. Sanders.....	230 00. <i>Accepted April 25, 1859.</i>
J. Luther.....	150 00, if he gets 5122.
Reuben Henry, (after time) ----	234 50. (Received April 18, 1859.)

Contract made with John H. Sanders, at \$230 per annum, dated April 25, 1859.
 Leave Wadesborough Thursday at 9 a. m.; arrive at Pekin by 8 p. m.
 Leave Pekin Friday at 6 a. m.; arrive at Wadesborough by 5 p. m.

ROUTE No. 5199.

From Rockingham to Cheraw, South Carolina, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
James W. Steagall.....	\$600.
R. J. Long.....	300. <i>Accepted April 25, 1859.</i>

Contract made with R. J. Long, dated April 25, 1859, at \$300 per annum.
 Leave Rockingham Monday, Wednesday, and Friday, at 5½ a. m.; arrive at Cheraw by ½ p. m.
 Leave Cheraw Monday, Wednesday, and Friday, at 1 p. m.; arrive at Rockingham by 8 p. m.

ROUTE No. 5200.

From Rockingham to McDonald's Mills, 18 miles, and back, once a week.

Bidder's name.	Sum per annum.
R. T. Long.....	\$154. <i>Accepted April 25, 1859.</i>

Contract made with R. T. Long, dated April 25, 1859, at \$154 per annum.
 Leave Rockingham Thursday at 6 a. m.; arrive at McDonald's Mills by 12 m.
 Leave McDonald's Mills Thursday at 1 p. m.; arrive at Rockingham by 7 p. m.

ROUTE No. 5201.

From Lilesville to Rockingham, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. T. Long.....	\$150.
Reuben Henry, (after time)	120. (Received April 18, 1859.)
(Not let.)	

ROUTE No. 5202.

From Albemarle to Swift Island, 9 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. & T. M. Kirk.....	\$58 00.
George C. Smith.....	49 50. <i>Accepted April 25, 1859.</i>

Contract made with George C. Smith, dated April 25, 1859, at \$50 per annum.
 Leave Albemarle Saturday at 10½ a. m.; arrive at Swift Island by 1 p. m.
 Leave Swift Island Saturday at 7 a. m.; arrive at Albemarle by 10 a. m.

ROUTE No. 5203.

From Albemarle, by Epid's Mills, &c., to Albemarle, equal to 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. C. Burris.....	\$350 75.
Finley & Adams.....	280 00.
William B. Morton.....	197 75.
Temple Whitley.....	145 00. <i>Accepted April 25, 1859.</i>

Contract made with Temple Whitley, dated April 25, 1859, at \$145 per annum.
 Leave Albemarle Thursday at 9 a. m.; arrive at Albemarle next day by 6 p. m.

ROUTE No. 5204.

From Salem to Reidsville, 56 miles, and back, three times a week.

Bidders' names.	Sum per annum.
E. T. Clemmons.....	\$2,000, two-horse coach. 1,500, 000.
Joseph Holderly.....	1,348, 000.
A. G. Walters.....	1,339. 1,486, two-horse coach.
William W. Pace.....	1,174, 000.
John H. White.....	999, 000. <i>Accepted April 25, 1859.</i>

Contract made with John H. White, dated April 25, 1859, at \$999 per annum.
 Leave Salem Monday, Wednesday, and Friday, at 7 a. m.; arrive at Madison by 6 p. m.
 Leave Madison Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Reidsville by 4 p. m.
 Leave Reidsville Tuesday, Thursday, and Saturday, at 1 a. m.; arrive at Salem by 7 p. m.

ROUTE No. 5205.

From Salem to Madison, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
James H. Hall.....	\$320.
Finley & Adams.....	290.
John H. White.....	249.
John Stoops.....	200. <i>Accepted April 25, 1859.</i>

Contract made with John Stoops, dated April 25, 1859, at \$200 per annum.
 Leave Salem Saturday at 7 a. m.; arrive at Madison by 6 p. m.
 Leave Madison Sunday at 7 a. m.; arrive at Salem by 6 p. m.

ROUTE No. 5206.

From Salem to Wytheville, Va., 93 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Dunn, Montgomery & Cox.....	\$3,900, two-horse hack.
Kent, Ficklin & Peyton.....	3,600, two-horse coach.
Daugherty & Baylor.....	3,350, two-horse coach.
	2,500, 000 .
A. A. Bicknell.....	2,800, two-horse coach.
D. C. & G. R. R. Dunn.....	2,200, 000 .
E. T. Clemmons.....	2,200, two-horse coach.
	1,800, 000 . <i>Accepted April 25, 1859.</i>

Contract made with E. T. Clemmons, dated April 25, 1859, at \$1,800 per annum.

Leave Salem Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Mount Airy by 9 p. m.

Leave Mount Airy Wednesday, Friday, and Sunday, at 5 a. m.; arrive at Wytheville by 8 p. m.

Leave Wytheville Tuesday, Thursday, and Saturday, at 6½ a. m.; arrive at Mount Airy by 9 p. m.

Leave Mount Airy Wednesday, Friday, and Sunday, at 3 a. m.; arrive at Salem by 4 p. m.

ROUTE No. 5207.

From Salem to Jefferson, 98 miles, and back, three times a week.

Bidders' names.	Sum per annum.
J. M. Long.....	\$3,800, two-horse coach.
Miller & Northington.....	2,995.
E. T. Clemmons.....	2,950.
	2,200, 000 . <i>Accepted April 25, 1859.</i>
J. G. Veach.....	2,500, coach.
A. T. Zevely.....	2,400, 000 .
William W. Long.....	1,975.

Contract made with E. T. Clemmons, dated April 25, 1859, at \$2,200 per annum.

Leave Salem Monday, Wednesday, and Friday, at 6 a. m.; arrive at Jefferson next days by 6 p. m.

Leave Jefferson Monday, Wednesday, and Friday, at 6 a. m.; arrive at Salem next days by 6 p. m.

ROUTE No. 5208.

From Salem to Winston, 1 mile, and back, three times a week.

Bidders' names.	Sum per annum.
John Stoops.....	\$100.
J. W. Alspaugh.....	75.
(Not let.)	

ROUTE No. 5209.

From Salem to Muddy Creek, 6 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Stoops.....	\$100.
Jaffrey H. Coltrone.....	50.
(Not let.)	

ROUTE No. 5210.

From Madison to Martin's Lime Kilns, 15 miles, and back once a week.

Bidders' names.	Sum per annum.
James H. Hall.....	\$175.
John Stoops.....	120.
James W. Preston.....	100, 000 .
John J. Martin.....	75.
(Not let.)	

ROUTE No. 5211.

From Madison to Mount Airy, 52 miles, and back, once a week.

Bidders' names.	Sum per annum.
James H. Hall.....	\$420.
James C. Norman	396.
John Stoops.....	300. <i>Accepted April 25, 1859.</i>
W. R. Hollingsworth, (after time)	275. (Received April 12, 1859.)

Contract made with John Stoops, dated April 25, 1859, at \$300 per annum.
 Leave Madison Tuesday at 1 p. m.; arrive at Mount Airy next day by 6 p. m.
 Leave Mount Airy Monday at 7 a. m.; arrive at Madison next day by 12 m.

ROUTE No. 5212.

From Wentworth to Leaksville, 10 miles, and back, three times a week.

Bidders' names.	Sum per annum.
M. S. Carter	\$450.
James H. Hall.....	249.
John Stoops.....	225.

(Not let.)

ROUTE No. 5213.

From Leaksville to Graves, 23½ miles, and back, once a week.

Bidders' names.	Sum per annum.
John Shreve	\$249.
James H. Hall.....	195.
Finley & Adams	193.
Richard L. Holderly.....	190.
Joseph L. Callahan.....	180.
John Stoops.....	175. <i>Accepted April 25, 1859.</i>

Contract made with John Stoops, dated April 25, 1859, at \$175 per annum.
 Leave Leaksville Saturday at 4 a. m.; arrive at Graves by 12 m.
 Leave Graves Saturday at ½ p. m.; arrive at Leaksville by 8½ p. m.

ROUTE No. 5214.

From Leaksville to Horse Pasture, 21 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$293.
John Shreve.....	249.
James H. Hall.....	195.
Finley & Adams	187.
John Stoops.....	175.
Joseph L. Callahan.....	170.

(Not let.)

ROUTE No. 5215.

From Winston to Jonesville, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
W. R. Waldrivan.....	\$950 00. No guaranty.
George Richard.....	772 00, twice a week.
John Seague	750 00, two-horse hack.
A. A. Bickwell.....	500 00.
Elisha Stalby.....	420 99, twice a week.
Spencer and Potts.....	394 50.
George Richard.....	386 00.
Wm. W. Pace.....	344 00.
Jeffrey H. Coltrane	343 00.
	686 00, twice a week.
	590 00, twice a week.
John Stoops	300 00.
	575 00, twice a week.
Elisha Stultz	280 75. <i>Accepted April 25, 1859.</i>

Sum per annum.

(After time)..... \$380 00, horse, buggy, or coach.
 698 00, horse, buggy, or coach, twice a week.
 No guaranty. (Received April 23, 1859.)

Contract made with Elisha Stultz, dated April 25, 1859, at \$281 per annum.

Leave Winston Friday at 7 a. m.; arrive at Jonesville next day by 12 m.

Leave Jonesville Saturday at 1 p. m.; arrive at Winston next day by 6 p. m.

ROUTE No. 5216.

From Germantown to Patrick C. H., 42 miles, and back, twice a week.

Bidder's name.

Sum per annum.

John Stoops..... \$395. *Accepted April 25, 1859.*

Contract made with John Stoops, dated April 25, 1859, at \$395 per annum.

Leave Germantown Tuesday and Friday at 6 a. m.; arrive at Patrick C. H. by 8 p. m.

Leave Patrick C. H. Wednesday and Saturday at 6 a. m.; arrive at Germantown by 8 p. m.

ROUTE No. 5217.

From Mount Airy to Cherry Lane, 34 miles, and back, twice a week.

Bidders' names.

Sum per annum.

Finley & Adams..... \$287.
 John Stoops 190.
 Andrew Hawthorne..... 175. *Accepted April 25, 1859.*

Contract made with Andrew Hawthorne, dated April 25, 1859, at \$175 per annum.

Leave Mount Airy Wednesday at 6 a. m.; arrive at Cherry Lane by 8 p. m.

Leave Cherry Lane Thursday at 6 a. m.; arrive at Mount Airy by 8 p. m.

ROUTE No. 5218.

From Mount Airy to Dobson, 12 miles, and back, twice a week.

Bidders' names.

Sum per annum.

Finley & Adams..... \$243.
 Reeves & Martin 200.
 John Stoops..... 150.
 Joab Venable 96.
 William Marion, sr 94. *Accepted April 25, 1859.*
 Daniel C. Callaway..... 150.

Contract made with William Marion, sr., dated April 25, 1859, at \$94 per annum.

Leave Mount Airy Sunday and Friday at 3 p. m.; arrive at Dobson by 7 p. m.

Leave Dobson Sunday and Friday at 10 a. m.; arrive at Mount Airy by 2 p. m.

ROUTE No. 5219.

From Tom's Creek to Dobson, 20 miles, and back, once a week.

Bidders' names.

Sum per annum.

Finley & Adams..... \$271.
 John Stoops..... 185.
 Daniel Sherwault..... 150.
 Wesley Fowler 124.

(Not let.)

ROUTE No. 5220.

From Huntsville to Republic, 20 miles, and back, once a week.

Bidders' names.

Sum per annum.

L. A. Todd..... \$115, end at East Bend.
 Caleb Bohannon..... 100.
 Spencer W. Potts 97.
 Wm. J. Cornelius..... 94.
 William W. Long..... 87. *Accepted April 25, 1859.*

Contract made with William W. Long, dated April 25, 1859, at \$87 per annum.
 Leave Huntsville Saturday at 5 a. m.; arrive at Republic by 12 m.
 Leave Republic Saturday at 1 p. m.; arrive at Huntsville by 8 p. m.

ROUTE No. 5221.

From Rockford to Yadkinville, 15 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John Stoops	\$185 00.
Hardin Hollifield.....	159 90.
James Johnson.....	79 00. <i>Accepted April 25, 1859.</i>
Albert Ireland	99 00.

Contract made with James Johnson, dated April 25, 1859, at \$79 per annum.
 Leave Rockford Monday and Friday at 7 a. m.; arrive at Yadkinville by 12 m.
 Leave Yadkinville Monday and Friday at 2 p. m.; arrive at Rockford by 7 p. m.

ROUTE No. 5222.

From Rockford to Germantown, 36½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$294.
John Stoops	190. <i>Accepted April 25, 1859.</i>

Contract made with John Stoops, dated April 25, 1859, at \$190 per annum.
 Leave Rockford Monday at 6 a. m.; arrive at Germantown by 5 p. m.
 Leave Germantown Sunday at 6 a. m.; arrive at Rockford by 5 p. m.

ROUTE No. 5223.

From Rockford to Dobson, 17 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$173 00.
John Stoops.....	120 00.
Albert Ireland.....	99 00.
Wm A. Jenkins.....	74 00.
——— Mark	70 00.
Anthony Collins.....	65 00.
H. Holyfield.....	64 96.
Terrell B. Snow.....	51 00. <i>Accepted April 25, 1859.</i>

Contract made with Terrell B. Snow, dated April 25, 1859, at \$51 per annum.
 Leave Rockford Monday at 6 a. m.; arrive at Dobson by 12 m.
 Leave Dobson Monday at 1 p. m.; arrive at Rockford by 7 p. m.

ROUTE No. 5224.

From Jonesville to Independence, 42 miles, and back, once a week.

Bidders' names.	Sum per annum.
Fletcher A. Harris	\$375.
Finley & Adams.....	367.
W. R. Dickey.....	297.
Richard Ray	249.
	243.
Wm. W. Long.....	210. <i>Accepted April 25, 1859.</i>

Contract made with William W. Long, dated April 25, 1859, at \$210 per annum.
 Leave Jonesville Wednesday at 5 a. m.; arrive at Independence by 9 p. m.
 Leave Independence Tuesday at 5 a. m.; arrive at Jonesville by 9 p. m.

ROUTE No. 5225.

From Hamptonville to Taylorsville, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$283 00.
John Stoops	200 00.
Robert H. Teague.....	187 00.
John D. Johnson.....	174 00.
William Pool.....	140 00.
John B. Johnson.....	139 00. <i>Accepted April 25, 1859.</i>
John Jennings	112 50, if he gets route 5227.

Contract made with John B. Johnson, dated April 25, 1859, at \$139 per annum.

Leave Hamptonville Friday at 6 a. m.; arrive at Taylorsville by 6 p. m.

Leave Taylorsville Saturday at 6 a. m.; arrive at Hamptonville by 6 p. m.

ROUTE No. 5226.

From Hamptonville to Statesville, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$283 00.
John Stoops.....	200 00.
A. A. Bickwell.....	200 00.
John B. Johnson.....	139 00. <i>Accepted April 25, 1859.</i>
John Jennings	112 50, if he gets 5227.

Contract made with John B. Johnson, dated April 25, 1859, at \$139 per annum.

Leave Hamptonville Friday at 6 a. m.; arrive at Statesville by 6 p. m.

Leave Statesville Saturday at 6 a. m.; arrive at Hamptonville by 6 p. m.

ROUTE No. 5227.

From Hamptonville to Wilkesborough, 29 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Stoops	\$200 00.
Wm. R. Robey.....	174 00.
John B. Johnson.....	129 00.
A. A. Bickwell.....	85 00.
	85 00.
Richard Sparks.....	70 00; or
	40 00, end at Zimmerman.
Linzy Jarvis	69 75. <i>Accepted April 25, 1859.</i>
	39 00.
John Jennings	50 00.

Contract made with Linzy Jarvis, dated April 25, 1859, at \$69 75 per annum.

Leave Hamptonville Tuesday at 7 a. m.; arrive at Wilkesborough by 6 p. m.

Leave Wilkesborough Monday at 7 a. m.; arrive at Hamptonville by 6 p. m.

ROUTE No. 5228.

From Brier Creek to Yadkinville, 26 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$273 00.
John Stoops	190 00.
H. C. Hampton.....	150 00.
William E. Mastin	125 00.
Elisha Porter	99 75.
Cyrus Culver.....	68 00.
John Masten.....	58 00. <i>Accepted April 25, 1859.</i>

Contract made with John Masten, dated April 25, 1859, at \$58 per annum.

Leave Brier Creek Friday at 6 a. m.; arrive at Yadkinville by 6 p. m.

Leave Yadkinville Saturday at 6 a. m.; arrive at Brier Creek by 6 p. m.

ROUTE No. 5229.

From Wilkesborough to Mouth of Wilson, Va., 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
Needham Brown.....	\$650.
William Robey.....	347.
Levi Z Senter.....	315.
John Stoops	300.
Squire Trivett.....	274.
Wilborn Ross	240. <i>Accepted April 25, 1859.</i>

Contract made with Wilborn Ross, dated April 25, 1859, at \$240 per annum.

Leave Wilkesborough Thursday at 1 p. m.; arrive at Mouth of Wilson next day by 7 p. m.

Leave Mouth of Wilson Wednesday at 5 a. m.; arrive at Wilkesborough next day by 12 m.

ROUTE No. 5230.

From Wilkesborough to Mouth of Wilson, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. Staley	\$349.
W. M. Roby.....	347.
John Stoops	300.
Reuben Peppers	244.
Williams & Rose.....	244, schedule changed.
Levi Senter.....	225.
William Ross	225.
Drury S. Jennings	174.
E. Harrold.....	148. <i>Accepted April 25, 1859.</i>

Contract made with E. Harrold, dated April 25, 1859, at \$148 per annum.

Leave Wilkesborough Thursday at 8 a. m.; arrive at Mouth of Wilson next day by 12 m.

Leave Mouth of Wilson Friday at 1 p. m.; arrive at Wilkesborough next day by 5 p. m.

ROUTE No. 5231.

From Wilkesborough to Boone, and back, by Rotherwood to Wilkesborough, equal to 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$319.
Isaac S. Call.....	250.
John Stoops.....	220.
Reuben Peppers	209.
Wm. M. Robey	197.
Esley Staley	194.
T. S. & A. W. Bouchelle	193. <i>Accepted April 25, 1859.</i>

Contract made with T. S. & A. W. Bouchelle, dated April 25, 1859, at \$193 per annum.

Leave Wilkesborough Tuesday at 5 a. m.; arrive at Boone by 7 p. m.

Leave Boone Wednesday at 5 a. m.; arrive at Wilkesborough by 7 p. m.

ROUTE No. 5232.

From Wilkesborough to Morgantown, 48 miles, and back, once a week, with an additional weekly trip from Wilkesborough, and back, by Hazel Dell, to Wilkesborough, equal to 31 miles, and back, daily.

Bidders' names.	Sum per annum.
A. P. Johnson.....	\$590.
John Stoops.....	500.
Esley Staley.....	474.
Isaac S. Call.....	449.
John B. Powell.....	395.
A. Porter.....	394. <i>Accepted April 25, 1859.</i>

Contract made with A. Porter, dated April 25, 1859, at \$394 per annum.

Leave Wilkesborough Monday at 8 a. m.; arrive at Morgantown next day by 12 m.

Leave Morgantown Tuesday at 2 p. m.; arrive at Wilkesborough next day by 7 p. m.

Leave Wilkesborough Friday at 8 a. m.; arrive at Lenoir by 7 p. m.

Leave Lenoir Saturday at 8 a. m.; arrive at Wilkesborough by 7 p. m.

ROUTE No. 5233.

From Wilkesborough to Olin, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$283.
A. A. Bicknell.....	200.
Isaac S. Call.....	200.
John Stoops.....	200.
James W. Wright.....	195.
Esley Staley.....	174.
W. M. Robey.....	173.
Squire Trivett.....	160.
A. Porter.....	154. <i>Accepted April 25, 1859.</i>

Contract made with A. Porter, dated April 25, 1859, at \$154 per annum.

Leave Wilkesborough Wednesday at 7 a. m.; arrive at Olin by 6 p. m.

Leave Olin Thursday at 6 a. m.; arrive at Wilkesborough by 5 p. m.

ROUTE No. 5234.

From Jefferson to Hilton, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$143.
William M. Robey.....	73.
George A. P. Nye.....	60. No guaranty.
Sheets & Rhea.....	50.
Andrew Hawthorne.....	49.
Hilton Ray.....	45.
John Turner.....	42.
Squire Trivett.....	41.
H. B. Brown.....	37, ⁰⁰ / ₁₀₀ , horse. <i>Accepted April 25, 1859.</i>

Contract made with H. B. Brown, dated April 25, 1859, at \$37 per annum.

Leave Jefferson Tuesday at 8 a. m.; arrive at Hilton by 12 m.

Leave Hilton Tuesday at 1 p. m.; arrive at Jefferson by 5 p. m.

ROUTE No. 5235.

From Jefferson to Gap Creek, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$143.
George A. P. Nye.....	65. No guaranty.
Sheets & Rhea.....	50.
Andrew Hawthorne.....	49.
Calvin Eller.....	47.
Reuben Peppers.....	41.
Hilton Ray.....	35. <i>Accepted April 25, 1859.</i>

Contract made with Hilton Ray, dated April 25, 1859, at \$35 per annum.

Leave Jefferson Monday at 8 a. m.; arrive at Gap Creek by 12 m.

Leave Gap Creek Monday at 1 p. m.; arrive at Jefferson by 5 p. m.

ROUTE No. 5236.

From Jefferson to Sugar Grove, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$283 00.
J. N. Long.....	173 00.
W. M. Robey.....	173 00.
Sheets & Rose.....	149 00.
Hilton Ray.....	140 00.
Andrew Hawthorne.....	140 00.
George A. F. Nye.....	139 25.
	125 75.
Malden C. Hamman.....	137 00, schedule changed.
Squire Trivett.....	126 50.
John Hardin.....	124 00.
Joseph H. Mast.....	137 00.
Jacob Houck.....	118 00.
Calvin Eller.....	96 00.
Mark Holsclaw.....	95 50. <i>Accepted April 25, 1859.</i>

Contract made with Mark Holsclaw, dated April 25, 1859, at \$95 50 per annum.

Leave Jefferson Friday at 7 a. m.; arrive at Sugar Grove by 6 p. m.

Leave Sugar Grove Saturday at 7 a. m.; arrive at Jefferson by 6 p. m.

ROUTE No. 5237.

From Jefferson to Horse Creek, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$173.
Sheets & Rhea.....	50.
Joshua Hane.....	34. <i>Accepted April 25, 1859.</i>

Contract made with Joshua Hane, dated April 25, 1859, at \$34 per annum.

Leave Jefferson Saturday at 1 p. m.; arrive at Horse Creek by 6 p. m.

Leave Horse Creek Saturday at 6 a. m.; arrive at Jefferson by 11 a. m.

ROUTE No. 5238.

From Mocksville to Huntsville, 18 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$243.
L. A. Todd.....	215.
Caleb Bohannon.....	200.
William J. Cornelius.....	194.
William W. Pace.....	194.
William W. Long.....	129.

(Not let.)

ROUTE No. 5239.

From Mocksville to Jonesville, 31 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$583.
Fletcher A. Harris.....	525.
A. C. Campton.....	450.
W. W. Long.....	399.
R. G. Hickerson.....	368.
William E. Mastin.....	316.
John P. Johnson.....	308.
William W. Pace.....	294. <i>Accepted April 25, 1859.</i>

Contract made with William W. Pace, dated April 25, 1859, at \$294 per annum.

Leave Mocksville Tuesday and Saturday at 7 a. m.; arrive at Jonesville by 6 p. m.

Leave Jonesville Wednesday and Sunday at 7 a. m.; arrive at Mocksville by 6 p. m.

ROUTE No. 5240.

From Statesville to Lenoir, 47 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Horace L. Robards.....	\$1,250 00, two-horse coach to Taylorsville; ^{ooo} residue.
	800 00. ^{ooo} .
William W. Pace.....	798 00, ^{ooo} .
Andrew Reed.....	750 00.
W. W. Downs.....	672 00.
James Lyons.....	600 00.
James H. Newland	564 00.
	1,200 00, two-horse hack.
Teague & Downs.....	492 00.
James A. Watson.....	487 50.
R. W. Munday.....	449 49.
Ramsey & Walker.....	440 00.
William Pool.....	375 00.
Robert H. Teague.....	299 50. <i>Accepted April 25, 1859.</i>

Contract made with R. H. Teague, dated April 25, 1859, at \$300 per annum.

Leave Statesville Monday and Friday at 7 a. m.; arrive at Lenoir by 10 p. m.

Leave Lenoir Tuesday and Saturday at 6 a. m.; arrive at Statesville by 9 p. m.

ROUTE No. 5241.

From Statesville to Mount Ulla, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$173.
James Lyons.....	80. <i>Accepted April 25, 1859.</i>

Contract made with James Lyons, dated April 25, 1859, at \$80 per annum.

Leave Statesville Saturday at 1 p. m.; arrive at Mount Ulla by 6 p. m.

Leave Mount Ulla Saturday at 7 a. m.; arrive at Statesville by 12 m.

ROUTE No. 5242.

From Statesville to Wilkesborough, 43 miles, and back, once a week.

Bidders' names.	Sum per annum.
William W. Pace.....	\$294.
Ramsey & Walker.....	240. <i>Accepted April 25, 1859.</i>
Miller, Howard & Worthington..	6,700, to Taylorsville, Tenn., three times a week, four-horse coach.
	2,478, to Jefferson, two-horse coach.
Staley & Jennings.....	1,574, two-horse coach, three times a week to Taylorsville.
E. T. Clemmons.....	450, ^{ooo} .
Finley & Adams.....	345.
James H. Newland	280.
John Stoops	240.

Contract made with Ramsey & Walker, dated April 25, 1859, at \$240 per annum.

Leave Statesville Saturday at 5 a. m.; arrive at Wilkesborough by 8 p. m.

Leave Wilkesborough Friday at 5 a. m.; arrive at Statesville by 8 p. m.

ROUTE No. 5243.

From Statesville to Hamptonville, 28 miles, and back, twice a week to Olin, and once a week the residue.

Bids invited for twice a week service on the whole route; also for three times a week service, one of the trips to be over route 5226.

Bidders' names.	Sum per annum.
G. W. Glegg	\$1,700, two-horse coach, three times a week to Olin and twice a week residue.
W. D. Watts	1,400, two-horse hack to Olin, horse residue.
Peter Adams	1,000, two-horse hack, three times a week.
Weaver & Weaver	600, 000.
Wm. W. Pace	498, three times a week, as invited, 000.
John B. Johnson	430.
Wm. W. Pace	294, twice a week all the way. <i>Accepted April 25, 1859.</i>
James Lyons	250, twice a week to Olin.

Contract made with Wm. W. Pace, dated April 25, 1859, at \$294 per annum.

Leave Statesville Tuesday and Thursday at 7 a. m.; arrive at Olin by 12 m.

Leave Olin Tuesday and Thursday at 1 p. m.; arrive at Statesville by 6 p. m.

Leave Olin Wednesday at 7 a. m.; arrive at Hamptonville by 12 m.

Leave Hamptonville Wednesday at 1 p. m.; arrive at Olin by 6 p. m.

ROUTE No. 5244.

From Taylorsville to Wittenberg, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph B. Bradshaw	\$78 00.
Robert H. Teague	49 99.
White & Teague	48 99.
James F. Munday	48 49.
James A. Watson	48 50.
William Pool	48 00.
	75 00, end at Catawba View.
Archibald G. Marshall	47 00.
Henry Payne	43 00, \$15 additional, to extend to Catawba View.
Adam Flowers	43 00.
Nathan R. White	39 00.
A. P. Johnson	39 50.
Spencer W. McHorney	34 24. <i>Accepted April 25, 1859.</i>

Contract made with Spencer W. McHorney, dated April 25, 1859, at \$34 24 per annum.

Leave Taylorsville Wednesday at 12 m.; arrive at Wittenberg by 4 p. m.

Leave Wittenberg Wednesday at 7 a. m.; arrive at Taylorsville by 11 a. m.

ROUTE No. 5245.

From Morgantown to Dugger's Ferry, Tenn., 71 miles, and back, once a week.

Bidders' names.	Sum per annum.
C. S. Brown	\$750.
F. P. Mast	700.
J. R. Miller	607.
Silas Gervas	599.
John Hardin	520.
James H. Newland	497.
J. N. Long	490.
Harman & Dyer	400, schedule changed.
Ransom Feartiz	395.
John L. Yelton	385.
Jesse Heartley	380. <i>Accepted April 25, 1859.</i>

Contract made with Jesse Heartley, dated April 25, 1859, at \$380 per annum.

Leave Morgantown Wednesday at 6 a. m.; arrive at Dugger's Ferry next day by 6 p. m.

Leave Dugger's Ferry Friday at 6 a. m.; arrive at Morgantown next day by 6 p. m.

ROUTE No. 5246.

From Morgantown to Burnsville, 61 miles, and back, once a week.

Bidders' names.	Sum per annum.
C. S. Brown.....	\$500, schedule changed.
John H. Newland.....	396.
Silas Jervas.....	389.
M. D. Wiseman.....	375.
Joshua Williams.....	360.
S. K. Hensley.....	348.
James W. Patterson.....	298.
J. W. Garland.....	289. <i>Accepted April 25, 1859.</i>

Contract made with J. W. Garland, dated April 25, 1859, at \$289 per annum.
 Leave Morgantown Wednesday at 7 a. m.; arrive at Burnsville next day by 6 p. m.
 Leave Burnsville Monday at 7 a. m.; arrive at Morgantown next day by 6 p. m.

ROUTE No. 5247.

From Morgantown to Rutherfordton, 39 miles, and back, once a week.

Bidders' names.	Sum per annum.
Silas Jervis.....	\$800, twice a week.
C. S. Brown.....	550, 000 , twice a week.
B. Washburne.....	148.
	279, twice a week.
Guilford Eaves.....	197. <i>Accepted April 25, 1859.</i>

Contract made with Guilford Eaves, dated April 25, 1859, at \$197 per annum.
 Leave Morgantown Saturday at 5 a. m.; arrive at Rutherfordton by 7 p. m.
 Leave Rutherfordton Friday at 5 a. m.; arrive at Morgantown by 7 p. m.

ROUTE No. 5248.

From Marion to Hendersonville, 44½ miles, and back, once a week.

Bidders' names.	Sum per annum.
F. S. H. Reynolds.....	\$350.
J. C. Newland.....	315.
Joshua Whitaker.....	240.
E. Elliott.....	220.
John P. Morgan.....	218.
W. K. Ledbetter.....	190. <i>Accepted April 25, 1859.</i>

Contract made with Wm. K. Ledbetter, dated April 25, 1859, at \$190 per annum.
 Leave Marion Wednesday at 6 a. m.; arrive at Hendersonville next day by 11 a. m.
 Leave Hendersonville Thursday at 2 p. m.; arrive at Marion next day by 6 p. m.

ROUTE No. 5249.

From Grassy Creek to Doe River Cove, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. C. Keener.....	\$398.
John A. Graham.....	320.
J. W. Garland.....	309.
Silas Jervis.....	275.
David N. Cox.....	244.
Albert J. Tifton.....	237.
John Hardin.....	219. <i>Accepted April 25, 1859.</i>

Contract made with John Hardin, dated April 25, 1859, at \$219 per annum.
 Leave Grassy Creek Friday at 6 a. m.; arrive at Doe River Cove next day by 12 m.
 Leave Doe River Cove Saturday at 1 p. m.; arrive at Grassy Creek next day by 6 p. m.

ROUTE No. 5250.

From Burnsville to Elizabethton, Tenn., 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
John W. McKelvy	\$393 00.
J. R. Miller	359 00.
James Johnson	294 50.
Joshua Williams	275 00.
Wm. A. Peterson	265 00.
J. W. Garland	255 00.
J. W. Patterson	244 99.
Joshua Williams	240 00.
Chambers & Williams	200 00.
James W. Patterson	198 50. Withdrawn.
Wm. P. Budget	193 50.
A. B. Dodgin	189 00.
Isaac Williams	180 00.
Joseph King	177 50.
James Garrison	170 00. Accepted April 25, 1859.

Contract made with James Garrison, dated April 25, 1859, at \$170 per annum.

Leave Burnsville Saturday at 1 p. m.; arrive at Elizabethton next day by 6 p. m.

Leave Elizabethton Friday at 6 a. m.; arrive at Burnsville next day by 12 m.

ROUTE No. 5251.

From Burnsville to Ashville, 39 miles, and back, twice a week; Paine Gap to be supplied only on the first, and Bald Creek and Ivy Gap on the second trip of each week.

Bidders' names.	Sum per annum.
Wm. M. Moore	\$947 50, two-horse hack.
E. Roberts	947 00.
Henry M. Wilson	893 00.
J. B. Gardner	849 00.
Sullivan & Gudger	800 00, two-horse hack.
Wm. M. Moore	798 00, two-horse coach.
Silas Jervis	794 49.
Hazel H. Hicks	794 00, two-horse hack.
J. D. Reynolds	793 00, two-horse hack.
Washington Greenwood	790 00, two-horse hack.
Joshua Williams	780 00.
Wm. D. Anderson	690 00, two-horse carriage.
	675 00.
Edward Williams	689 00.
Bury Duyck	647 00, two-horse hack.
	599 00.
John W. McElroy	500 00. Accepted April 25, 1859.
	875 00, two-horse hack.

Contract made with John W. McElroy, dated April 25, 1859, at \$500 per annum.

Leave Burnsville Monday and Thursday at 6 a. m.; arrive at Ashville by 6 p. m.

Leave Ashville Tuesday and Friday at 6 a. m.; arrive at Burnsville by 6 p. m.

ROUTE No. 5252.

From Burnsville to Marion, 34 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$287 00.
John W. McElroy	275 00.
James Johnson	269 99.
M. D. Wiseman	250 00.
Edmund Williams	249 00.
Lewis Briggs	249 00.
Jonathan Horton	240 00.
J. C. Newland	245 00.
J. L. Crumley	238 00.
D. K. Wilson	235 00.
S. K. Hemsley	227 00.

Bidders' names.	Sum per annum.
Wesley Young.....	\$224 99.
Joshua Williams.....	219 00.
Phineas Horton.....	219 75.
McW. Young.....	218 00.
J. W. Garland.....	215 00.
Ed. uild Williams.....	205 00.
Aaron Piersay.....	200 00.
E. Elliott.....	199 00.
Thomas S. Young.....	195 00.
Joseph Williams.....	191 00.
C. R. Byrd.....	190 00.
D. N. Cox.....	173 00. <i>Accepted April 25, 1859.</i>

Contract made with D. N. Cox, dated April 25, 1859, at \$173 per annum.

Leave Burnsville Thursday at 6 a. m.; arrive at Marion by 6 p. m.

Leave Marion Friday at 6 a. m.; arrive at Burnsville by 6 p. m.

ROUTE No. 5253.

From Bald Creek to Ramseytown, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$173 00.
John W. McElroy.....	100 00.
James Johnson.....	99 00.
David Proffitt.....	75 00.
C. R. Byrd.....	48 99. <i>Accepted April 25, 1859.</i>

Contract made with C. R. Byrd, dated April 25, 1859, at \$49 per annum.

Leave Bald Creek Saturday at 7 a. m.; arrive at Ramseytown by 12 m.

Leave Ramseytown Saturday at 1 p. m.; arrive at Bald Creek by 6 p. m.

ROUTE No. 5254.

From Ivy to Limestone Springs, 37 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$297 00.
John G. Anderson.....	247 50.
J. B. Callahan.....	219 50.
May Jervis.....	218 00.
Rosdon Fisher.....	195 00.
R. Jervis.....	188 98.
William Murray.....	168 00.
J. W. Anderson.....	164 50.
W. N. Scott.....	138 00. <i>Accepted April 25, 1859.</i>
Neely Tweed.....	104 00, Marshall to White Rock, omitting Ivy and Raysville.

Contract made with W. N. Scott, dated April 25, 1859, at \$138 per annum.

Leave Ivy Monday at 6 a. m.; arrive at Limestone Springs by 6 p. m.

Leave Limestone Springs Tuesday at 6 a. m.; arrive at Ivy by 6 p. m.

ROUTE No. 5255.

From Ivy to Longmire, Tenn., 31 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. W. Jervis.....	\$518 00.
Finley & Adams.....	159 74.
R. J. Oliver.....	283 00.
John W. Edwards.....	199 99.
Wm. Garland.....	148 00.
John G. Anderson.....	196 00.
	174 00.
	172 99.

Bidders' names.	Sum per annum.
J. L. Scott.....	\$159 99.
William Murray.....	148 00.
James W. Jervis.....	147 00.
Jervis & Powder.....	139 00.
W. M. Murray.....	137 00.
J. W. Anderson.....	135 00.
Thomas Brown.....	134 50.
W. T. Erwin.....	129 00.
G. D. Ray.....	126 00.
S. B. McNab.....	95 75. <i>Accepted April 25, 1859.</i>

Contract made with S. B. McNab, dated April 25, 1859, at \$96 per annum.

Leave Ivy Saturday at 6 a. m.; arrive at Longmire by 6 p. m.

Leave Longmire Friday at 6 a. m.; arrive at Ivy by 6 p. m.

ROUTE No. 5256.

From Ivy to Marshall, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$171 00.
Neely Tweed.....	72 00.
Wm. H. Jervis.....	59 95.
James Perley.....	59 59.
John G. Anderson.....	57 00.
Smith & McLean.....	52 00.
S. Jervis.....	51 50.
Rollins & Deaver.....	47 99.
R. Jervis.....	47 00.
M. McHone.....	43 00.
James Perley.....	40 00.
Wm. N. Scott.....	39 95. <i>Accepted April 25, 1859.</i>

Contract made with William N. Scott, dated April 25, 1859, at \$40 per annum.

Leave Ivy Saturday at 7 a. m.; arrive at Marshall by 12 m.

Leave Marshall Saturday at 1 p. m.; arrive at Ivy by 6 p. m.

ROUTE No. 5257.

From Lincolnton to Ashville, 88 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Silas Jervis.....	\$7,899.
Homerly & Carroll.....	7,800.
Peter Adams.....	7,300, two-horse hack.
Sullivan & Gudger.....	6,500, two-horse coach.
D. C. & G. R. R. Dunn.....	3,500, ^{ooo} . <i>Accepted April 25, 1859.</i>
W. P. Blain.....	4,900, two-horse coach.

Contract made with D. C. & G. R. R. Dunn, dated April 25, 1859, at \$3,500 per annum.

Leave Lincolnton daily, except Monday, at 5 a. m.; arrive at Ashville next days by 5 a. m.

Leave Ashville daily, except Sunday, at 7 a. m.; arrive at Lincolnton next days by 7 a. m.

ROUTE No. 5258.

From Lincolnton to Yorkville, 44 miles, and back, three times a week.

Bidders' names.	Sum per annum.
D. C. & G. R. R. Dunn.....	\$2,250, two-horse coach.
James H. Newland.....	861. <i>Accepted April 25, 1859.</i>
	1,845, two-horse coach.
Summerson & Payson.....	895.

Contract made with James H. Newland, dated April 25, 1859, at \$861 per annum.

Leave Lincolnton Sunday, Wednesday, and Friday, at 6 a. m.; arrive at Yorkville by 5 p. m.

Leave Yorkville Sunday, Tuesday, and Thursday, at 8 a. m.; arrive at Lincolnton by 7 p. m.

ROUTE No. 5259.

From Lincolnton to Newton, 29 miles, and back, once a week.

Bidders' names.	Sum per annum.
Asa S. Wilson.....	\$350.
Finley & Adams.....	277.
Summerson & Payson.....	248.
O. Campbell.....	200. <i>Accepted April 25, 1859.</i>

Contract made with O. Campbell, dated April 25, 1859, at \$200 per annum.

Leave Lincolnton Friday at 7 a. m.; arrive at Newton by 6 p. m.

Leave Newton Saturday at 7 a. m.; arrive at Lincolnton by 6 p. m.

ROUTE No. 5260.

From Catawba to Yorkville, 20 miles, and back, once a week.

(Not let.)

ROUTE No. 5261.

From Shelby to Newton, 36 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. B. Paine.....	\$397 00.
Finley & Adams.....	292 00.
Jennings & Jenkins.....	246 99.
O. Campbell.....	240 00.
Wm. P. Bollinger.....	200 00.
John A. Roberts.....	199 00.
Joseph Magness.....	185 00.
Joseph Carroll.....	179 00.
Wm. Y. M. Martin.....	175 00. <i>Accepted April 25, 1859.</i>

Contract made with William Y. M. Martin, dated April 25, 1859, at \$175 per annum.

Leave Shelby Monday at 6 a. m.; arrive at Newton by 6 p. m.

Leave Newton Tuesday at 6 a. m.; arrive at Shelby by 6 p. m.

ROUTE No. 5262.

From Shelby to Morgantown, 47 miles, and back, once a week.

Bidders' names.	Sum per annum.
C. S. Brown.....	\$450 00.
Jennings & Jenkins.....	333 33.
Moore Martin.....	295 00.
Joseph Magness.....	235 00. <i>Accepted April 25, 1859.</i>

Contract made with Joseph Magness, dated April 25, 1859, at \$235 per annum.

Leave Shelby Tuesday at 1 p. m.; arrive at Morgantown next day by 6 p. m.

Leave Morgantown Monday at 6 a. m.; arrive at Shelby next day by 12 m.

ROUTE No. 5263.

From Shelby to Limestone Springs, 20½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
Joseph Magness.....	\$199 00.
Joseph Carroll.....	197 00.
Moore Martin.....	173 90.
Jennings & Jenkins.....	148 98. <i>Accepted April 25, 1859</i>

Contract made with Jennings and Jenkins, dated April 25, 1859, at \$149 per annum.
 Leave Shelby Wednesday and Saturday at 6 a. m. ; arrive at Limestone Springs by 12 m.
 Leave Limestone Springs Wednesday and Saturday at 1 p. m. ; arrive at Shelby by 7 p. m.

ROUTE No. 5264.

From Shelby to Spartanburg Court-House, 36 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph Carroll.....	\$249.
Joseph Magness.....	198.
Moore Martin.....	174. <i>Accepted April 25, 1859.</i>
Jennings and Jenkins.....	224.

Contract made with Jennings & Jenkins, dated April 25, 1859, at \$174 per annum.
 Leave Shelby Thursday at 6 a. m. ; arrive at Spartanburg Court-House by 6 p. m.
 Leave Spartanburg Court-House Friday at 6 a. m. ; arrive at Shelby by 6 p. m.

ROUTE No. 5265.

From Shelby to Shelby, equal to 26 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$487 00.
James H. White.....	400 00.
Jennings & Jenkins.....	397 93.
Joseph Carroll.....	324 00.
John A. Roberts.....	299 00.
Moore Martin.....	274 00.
M. H. D. Roberts.....	260 00.
Joseph Magness.....	260 00.
W. C. Wesson.....	249 06. <i>Accepted April 25, 1859, and service reduced to once a week, and pay to \$125 per annum.</i>

Contract made with W. C. Wesson, dated April 25, 1859, at \$125 per annum.
 Leave Shelby Saturday at 6 a. m. ; arrive at Shelby next day by 12 m.

ROUTE No. 5266.

From Newton to Catawba View, 21 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$271 00.
O. Campbell.....	150 00.
A. P. Johnson.....	75 00.
Edmund Lanier.....	50 00.
Daniel Hawn.....	50 00.
Thomas Cloninger.....	48 00.
Joseph H. Moore.....	48 00.
Frederick Miller.....	47 50.
Thomas Cloninger.....	44 00. <i>Accepted April 25, 1859.</i>

Contract made with Thomas Cloninger, dated April 25, 1859, at \$44 per annum.
 Leave Newton Saturday at 12 m. ; arrive at Catawba View by 6 p. m.
 Leave Catawba View Friday at 5 p. m. ; arrive at Newton next day by 11½ a. m.

ROUTE No. 5267.

From Newton to South Point, 48 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph D. Punch.....	\$285.
William Turner.....	273.
William P. Bollinger.....	265. <i>Accepted April 25, 1859.</i>

Contract made with William P. Bollinger, dated April 25, 1859, at \$265 per annum.
 Leave Newton Thursday at 6 a. m. ; arrive at South Point next day by 12 m.
 Leave South Point Friday at 1 p. m. ; arrive at Newton next day by 7 p. m.

ROUTE No. 5268.

From Beattie's Ford, by Shencle's Ford, Long Island, &c., to Beattie's Ford, equal to 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$288.
B. F. Withers.....	200.
O. Campbell.....	200.
John N. Shelton.....	197.
Thomas J. Caldwell.....	175.
Austin Cornelius.....	150. <i>Accepted April 25, 1859.</i>

Contract made with Austin Cornelius, dated April 25, 1859, at \$150 per annum.

Leave Beattie's Ford Saturday at 6 a. m. ; arrive at Newton by 7 p. m.

Leave Newton Sunday at 6 a. m. ; arrive at Beattie's Ford by 7 p. m.

ROUTE No. 5269.

From Rutherfordton to Greenville Court-House, 52½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Garland Dickerson.....	\$300.
Guilford Eaves.....	279.
D. D. Allen.....	250. <i>Accepted April 25, 1859.</i>

Contract made with D. D. Allen, dated April 25, 1859, at \$250 per annum.

Leave Rutherfordton Thursday at 6 a. m. ; arrive at Greenville next day by 11 a. m.

Leave Greenville Friday at 1 p. m. ; arrive at Rutherfordton next day by 7 p. m.

ROUTE No. 5270.

From Rutherfordton to Garner's Ford, 44 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$372.
D. D. Allen.....	200.
Guilford Eaves.....	197.
John H. Tisdale.....	180. <i>Accepted April 25, 1859.</i>

Contract made with John H. Tisdale, dated April 25, 1859, at \$180 per annum.

Leave Rutherfordton Friday at 5 a. m. ; arrive at Garner's Ford by 7 p. m.

Leave Garner's Ford Thursday at 5 a. m. ; arrive at Rutherfordton by 7 p. m.

ROUTE No. 5271.

From Rutherfordton to Columbus, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams.....	\$187.
D. D. Allen.....	150.
Guilford Eaves.....	99.
B. Washburn.....	98. <i>Accepted April 25, 1859.</i>

Contract made with B. Washburn, dated April 25, 1859, at \$98 per annum.

Leave Rutherfordton Tuesday at 6 a. m. ; arrive at Columbus by 12 m.

Leave Columbus Tuesday at 1 p. m. ; arrive at Rutherfordton by 7 p. m.

ROUTE No. 5272.

From Rutherfordton to Marion, 37 miles, and back, once a week.

Bidders' names.	Sum per annum.
D. D. Allen.....	\$300.
Finley & Adams.....	297.
Garland Dickerson.....	225.
E. Elliott.....	199. <i>Accepted April 25, 1859.</i>
Guilford Eaves.....	197.
J. E. Newland.....	259.

Contract made with E. Elliott, dated April 25, 1859, at \$199 per annum.
 Leave Rutherfordton Tuesday at 6 a. m.; arrive at Marion by 6 p. m.
 Leave Marion Wednesday at 6 a. m.; arrive at Rutherfordton by 6 p. m.

ROUTE No. 5273.

From Rutherfordton to Marion, 32 miles, and back, once a week.

Bidders' names.	Sum per annum.
D. D. Allen	\$300.
Finley & Adams	283.
J. C. Newland	224.
Garland Dickerson	200.
E. Elliott	194. <i>Accepted April 25, 1859.</i>

Contract made with E. Elliott, dated April 25, 1859, at \$194 per annum.
 Leave Rutherfordton Friday at 7 a. m.; arrive at Marion by 6 p. m.
 Leave Marion Saturday at 7 a. m.; arrive at Rutherfordton by 6 p. m.

ROUTE No. 5274.

From Ashville to Murphey, 124 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John C. Addison	\$4,000, two-horse hack.
Peter Adams	3,300, two horse hack.
James M. Grant	3,000, two-horse coach.
William McClure	2,940, two-horse hack.
J. M. Leatherwood	2,500, two-horse coach.
G. W. Pitman	2,497, two-horse hack.
F. S. H. Reynolds	2,495, two-horse hack.
Sullivan & Hubbard	2,450, two-horse coach.
James H. Newland	1,488. <i>Accepted April 25, 1859.</i>
	3,600, two-horse hack.
William P. Blair	3,200, two-horse coach.

Contract made with James H. Newland, dated April 25, 1859, at \$1,488 per annum.
 Leave Ashville Monday and Thursday at 6 a. m.; arrive at Murphey Wednesday and Saturday by 7 p. m.
 Leave Murphey Monday and Thursday at 6 a. m.; arrive at Ashville Wednesday and Saturday by 7 p. m.

ROUTE No. 5275.

From Ashville to Greenville, South Carolina, 84 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. L. Love	\$798 98.
Jervis & Sullivan	699 98.
Flemming & Gudger	550 00.
M. G. Thomas	498 00, two-horse coach.
F. S. H. Reynolds	437 00. <i>Accepted April 25, 1859.</i>
	362 00.

Contract made with F. S. H. Reynolds, dated April 25, 1859, at \$437 per annum.
 Leave Ashville Friday at 6 a. m.; arrive at Greenville next day by 7 p. m.
 Leave Greenville Wednesday at 6 a. m.; arrive at Ashville next day by 7 p. m.

ROUTE No. 5276.

From Ashville to Waynesville, 66 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. W. Battle	\$445 00.
Sullivan & Gudger	375 00.
Wm. L. Love	348 98.
F. S. H. Reynolds	348 00.
	298 00.
J. M. C. Felmot	300 00.
J. M. Tate	295 00. <i>Accepted April 25, 1859.</i>

Contract made with J. M. Tate, dated April 25, 1859, at \$295 per annum.

Leave Ashville Friday at 6 a. m.; arrive at Waynesville next day by 8 p. m.

Leave Waynesville Wednesday at 6 a. m.; arrive at Ashville next day by 8 p. m.

ROUTE No. 5277.

From Ashville to Warm Springs, 41½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Silas Jervis	\$4, 190 99, coach.
Finley & Adams.....	487 00.
Sullivan & Gudger.....	350 00.
Pendley & Irvin.....	299 99.
John Reynolds.....	270 00.
E. Carter	197 00.
Neely Tweed.....	188 00. <i>Accepted April 25, 1859.</i>
William P. Blair.....	350 00.

Contract made with Neely Tweed, dated April 25, 1859, at \$188 per annum.

Leave Ashville Tuesday at 6 a. m.; arrive at Warm Springs next day by 12 m.

Leave Warm Springs Wednesday at 1 p. m.; arrive at Ashville next day by 6 p. m.

ROUTE No. 5278.

From Forks of Pigeon to Pigeon River, 5½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
Sullivan & Gudger	\$400.
(Not let.)	

ROUTE No. 5279.

From Waynesville to Valleytown, 78½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. L. Love.....	\$698 98.
M. B. & J. L. Crisp	599 00.
	550 00, schedule extend to three days.
Wm. W. Battle	545 00.
Russell Tate.....	474 98.
James Taylor	416 50.
Ute Sherrill.....	398 50. <i>Accepted April 25, 1859.</i>

Contract made with Ute Sherrill, dated April 25, 1859, at \$398 50 per annum.

Leave Waynesville Tuesday at 5 a. m.; arrive at Valleytown next day by 8 p. m.

Leave Valleytown Thursday at 5 a. m.; arrive at Waynesville next day by 8 p. m.

ROUTE No. 5280.

From Waynesville to Dandridge, 70 miles, and back, once a week,

Bidders' names.	Sum per annum.
Silas Jervis	\$599 99.
Wm. L. Love.....	598 00.
Wm. W. Battle	445 00.
H. N. Brittain	390 00.
J. M. Tate	390 00.
A. C. Morrow.....	374 00.
Russell Tate	374 00.
J. M. Leatherwood.....	325 00, commence at Jonathan's Creek and end at Hackletooth.
(Not let.)	

ROUTE No. 5281.

From Franklin to Clarksville, 50 miles, and back, twice a week.

Suquee and Tallulah to be supplied on alternate trips.

Bidders' names.	Sum per annum.
Lucy Stewart	\$795 00.
John W. Rhea	624 00.
Wm. L. Love	598 98.
John C. Addison	525 00.
Henry A. Pyles	495 00.
T. Howard	448 00.
Pulaski Howard	435 00. <i>Accepted April 25, 1859.</i>

Contract made with Pulaski Howard, dated April 25, 1859, at \$435 per annum.
 Leave Franklin Tuesday and Friday at 1 p. m.; arrive at Clarksville next day by 6 p. m.
 Leave Clarksville Monday and Thursday at 6 a. m.; arrive at Franklin next day by 12 m.

ROUTE No. 5282.

From Franklin to Chilhowee, 66½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Ute Sherrill	\$398 50.
D. H. Russell	373 00.
	473 75, extend to Marysville, Tennessee.
Jesse Sawyer	329 50. <i>Accepted April 25, 1859.</i>
Lewis Medlin, (After time)	296 00. No certificate or guarantors.

Contract made with Jesse Sawyer, dated April 25, 1859, at \$329 50 per annum.
 Leave Franklin Wednesday at 5 a. m.; arrive at Chilhowee next day by 8 p. m.
 Leave Chilhowee Friday at 5 a. m.; arrive at Franklin next day by 8 p. m.

ROUTE No. 5283.

From Copperville to Mount Eolia, 21½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Elisha Saunders	\$96 50.
Stephen Rhea	80 50.
James D. Curtis	80 00. <i>Accepted April 25, 1859.</i>
James J. Scroggs	80 00, commence at Tusquetee.

Contract made with James D. Curtis, dated April 25, 1859, at \$80 per annum.
 Leave Copperville Tuesday at 5 a. m.; arrive at Mount Eolia by 12 m.
 Leave Mount Eolia Tuesday at 1 p. m.; arrive at Copperville by 8 p. m.

ROUTE No. 5284.

From Murphey to Nijohih, 42 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. L. Love	\$450 00.
James Taylor	377 50.
E. Saunders	324 00.
Stephen Rhea	299 50.
Lewis Johnson	189 50.

(Not let.)

ROUTE No. 5285.

From Murphey to Ellejay, 45½ miles, and back, once a week.

Bidders' names.	Sum per annum.
James M. Grant	\$300 00.
Stephen Rhea	300 00.
William C. Walker	280 00.
Wm. L. Love	250 00.
James Taylor	239 50. <i>Accepted April 25, 1859.</i>

Contract made with James Taylor, dated April 25, 1859, at \$240 per annum.
 Leave Murphey Friday at 5 a. m.; arrive at Ellejay by 8 p. m.
 Leave Ellejay Saturday at 5 a. m.; arrive at Murphey by 8 p. m.

ROUTE No. 5286.

From Murphey to Blairsville, 22½ miles, and back, once a week.

Bidders' names.	Sum per annum.
William T. Manchester	\$78 00. <i>Accepted April 25, 1859.</i>
R. T. Brittain	89 00.
A. G. Phillips	94 00.
Stephen Rhea	99 50.
Samuel Henry	103 00.

Contract made with William T. Manchester, dated April 25, 1859, at \$78 per annum.

Leave Murphey Monday at 5 a. m.; arrive at Blairsville by 1½ m.

Leave Blairsville Monday at 1 p. m.; arrive at Murphey by 8 p. m.

ROUTE No. 5287.

From Hendersonville to Curtis, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Silas Jervis	\$498.
Madison Ownley	248.
F. S. H. Reynolds	244.
Daniel Morgan	190.
Joseph Livingston	180.

(Not let.)

ROUTE No. 5288.

From Hendersonville to Casher's Valley, 53½ miles, and back, once a week.

Bidders' names.	Sum per annum.
John M. Aiken	\$600.
Jonathan Zachary	500.
E. Roberts	470.
William D. Justice	440, embrace Dunn's Rock.
	460, 000 , embrace Flat Rock.
F. S. H. Reynolds	398.
	450, supply Dunn's Rock.
William D. Justice	388.
Jonathan Zachary	375, schedule changed.
Joseph Livingston	360.
	385, including Dunn's Rock.
J. W. Breedlove	350, reversed schedule.
John P. Morgan	288. <i>Accepted April 25, 1859.</i>

Contract made with John P. Morgan, dated April 25, 1859, at \$288 per annum.

Leave Hendersonville Thursday at 6 a. m.; arrive at Casher's Valley next day by 12 m.

Leave Casher's Valley Friday at 1 p. m.; arrive at Hendersonville next day by 7 p. m.

ROUTE No. 5289.

From Casher's Valley to Clayton, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$289.
Jonathan Zachary	250.
John W. Breedlove	225.
E. D. Davis	216. <i>Accepted April 25, 1859.</i>
Justus W. Breedlove	200. No certificate.

Contract made with E. D. Davis, dated April 25, 1859, at \$216 per annum.

Leave Casher's Valley Monday at 6 a. m.; arrive at Clayton by 8 p. m.

Leave Clayton Tuesday at 6 a. m.; arrive at Casher's Valley by 8 p. m.

ROUTE No. 5290.

From Cherryfield to Eastatoe, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Finley & Adams	\$293 00.
C. C. McKinney	224 00.
James M. Gallaway	200 00.
L. E. Hester	198 75.
J. M. Justice	189 00.
	174 00.
Bailey B. Moseley	159 00. <i>Accepted April 25, 1859.</i>

Contract made with Bailey B. Moseley, dated April 25, 1859, at \$159 per annum.

Leave Cherryfield Monday at 6 a. m.; arrive at Eastatoe by 8 p. m.

Leave Eastatoe Sunday at 6 a. m.; arrive at Cherryfield by 8 p. m.

ROUTE No. 5291.

From Berea to Oxford, 10 miles, and back, once a week.

Contract made with Solomon Clark, dated April 25, 1859, at \$49 per annum.

Leave Berea Saturday at 9 a. m.; arrive at Oxford by 12 m.

Leave Oxford Saturday at 1 p. m.; arrive at Berea by 4 p. m.

SOUTH CAROLINA.

ROUTE No. 5601.

From Kingsville, S. C., to Wilmington, N. C., 171 miles, and back, twice daily.

Contract made with the Wilmington and Manchester Railroad Co., dated July 27, 1859, at \$51,300 per annum.

Leave Kingsville daily at 5.30 p. m. and 5.15 a. m.; arrive at Wilmington by 3 a. m. and 2 p. m.

Leave Wilmington daily at 6 a. m. and 8.15 p. m.; arrive at Kingsville by 3 p. m. and 5.15 a. m.

ROUTE No. 5602.

From Kingsville, S. C., to Augusta, Ga., 117 miles, and back, twice daily, with branches as follows: 1st. From Kingsville to Camden, 39 miles, and back, daily; 2d. From Kingsville to Columbia, 27 miles, and back, twice daily; 3d. From Branchville to Charleston, 64 miles, and back, four times daily.

Bidder's name.	Sum per annum.
South Carolina Railroad Co.	\$51,000.

Contract made with the South Carolina Railroad Co., dated July 27, 1859, at \$51,000 per annum.

Leave Kingsville daily at 3.30 p. m. and 6.45 a. m.; arrive at Augusta by 11.15 p. m. and 1.15 p. m.

Leave Augusta daily at 10 a. m. and 8.15 p. m.; arrive at Kingsville by 4.50 p. m. and 4.40 a. m.

Leave Kingsville daily at 5 p. m.; arrive at Camden by 7.50 p. m.

Leave Camden daily at 3.40 a. m.; arrive at Kingsville by 6.35 a. m.

Leave Kingsville daily at 5.55 a. m. and 5.10 p. m.; arrive at Columbia by 7.15 a. m. and 7 p. m.

Leave Columbia daily at 4.30 a. m. and 1.30 p. m.; arrive at Kingsville by 6 a. m. and 3 p. m.

Leave Branchville daily at 9.20 a. m., 2.20 p. m., 6.20 p. m., and 1.30 a. m.; arrive at Charleston by 1.30 p. m., 6 p. m., 11.30 p. m., and 5.50 a. m.

Leave Charleston daily at 5.15 a. m., 10 a. m., 2 p. m., and 8 p. m.; arrive at Branchville by 9.05 a. m., 2 p. m., 6 p. m., and 1.05 a. m.

ROUTE No. 5603.

From Manchester to Fulton, 9 miles, and back, three times a week.

Bidder's name.	Sum per annum.
William M. Campbell.....	\$240. <i>Accepted April 25, 1859, service to be reduced to twice a week, and pay to \$160 per annum.</i>

Contract made with William M. Campbell, dated April 25, 1859, at \$160 per annum.

From April 1 to September 30.

Leave Manchester Monday and Thursday at 7 a. m.; arrive at Fulton by 9 a. m.

Leave Fulton Monday and Thursday at 10 a. m.; arrive at Manchester by 12 m.

From October 1 to March 31.

Leave Manchester Monday and Thursday at 8 a. m.; arrive at Fulton by 10 a. m.

Leave Fulton Monday and Thursday at 11 a. m.; arrive at Manchester by 1 p. m.

ROUTE No. 5604.

From Sumter, by Privateer, Parksville, &c., to Sumter, equal to 39½ miles, and back, twice a week.

Bidders' names.	Sum per annum
Stuckey & Rogers.....	\$638.
De Berry, McLeod & Ambrose..	579, sulky. <i>Accepted April 25, 1859.</i>

Contract made with De Berry, McLeod & Ambrose, dated April 25, 1859, at \$579 per annum.

Leave Sumter Monday and Thursday at 6 a. m.; arrive at Sumter next days by 6 p. m.

ROUTE No. 5605.

From Sumter to Salem, 33½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$270.
De Berry, McLeod & Ambrose..	250. <i>Accepted April 25, 1859.</i>

Contract made with De Berry, McLeod & Ambrose, dated April 25, 1859, at \$250 per annum.

Leave Sumter Wednesday at 6 a. m.; arrive at Salem by 6 p. m.

Leave Salem Thursday at 6 a. m.; arrive at Sumter by 6 p. m.

ROUTE No. 5606.

From Sumter to Bishopville, 24 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$288.
	422, extend to Lydia.
De Berry, McLeod & Ambrose..	365, extend to Lydia.
	269, sulky. <i>Accepted April 25, 1859.</i>

Contract made with De Berry, McLeod & Ambrose, dated April 25, 1859, at \$269 per annum.

ROUTE No. 5607.

From Lynchburg to Sandy Grove, 23 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$168.
De Berry, McLeod & Ambrose...	139, sulky. <i>Accepted April 25, 1859.</i>

Contract made with De Berry, McLeod & Ambrose, dated April 25, 1859, at \$139 per annum.

Leave Sumter Monday and Thursday at 1 p. m.; arrive at Bishopville by 7 p. m.

Leave Bishopville Monday and Thursday at 6 a. m.; arrive at Sumter by 12 m.

ROUTE No. 5608.

From Timmons ville to Gully, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
Reuben Beasley	\$150 00.
Stuckey & Rogers	148 00.
De Berry, McLeod & Ambrose	142 00.
John Culpeper	124 00.
	104 00.
D. J. W. Sansbury	99 00, sulky.
W. T. Wadsworth	90 00.
Daniel Sansbury	89 75. <i>Accepted April 25, 1859.</i>

Contract made with Daniel Sansbury, dated April 25, 1859, at \$89 75 per annum.

Leave Timmons ville Saturday at 4 a. m.; arrive at Gully by 11 a. m.

Leave Gully Saturday at 12 m; arrive at Timmons ville by 7 p. m.

ROUTE No. 5609.

From Florence to Cheraw, 40 miles, and back, daily.

Bidder's name.	Sum per annum.
Cheraw and Darlington R. R. Co.	\$5,000.

Service performed by the Cheraw and Darlington Railroad Company, daily, at \$2,000 per annum.

ROUTE No. 5610.

From Marion C. H. to Bennettsville, 71½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Hugh H. Porter	\$1,000, omit Reedy Creek, Little Rock, Selkirk, and Clio, three times a week.
J. L. McColl	850, three times a week.
Hugh H. Porter	500, sulky.
Stuckey & Rogers	488.
	795, supply Selkirk, Reedy Creek, and Little Rock, once a week, for \$100.
De Berry, McLeod & Ambrose ..	475, sulky. <i>Accepted April 25, 1859.</i>
Hugh H. Porter	475, end at Clio.

Contract made with De Berry, McLeod & Ambrose, dated April 25, 1859, at \$475 per annum.

Leave Marion C. H. Wednesday at 8 a. m.; arrive at Bennettsville next day by 7 p. m.

Leave Bennettsville Friday at 5 a. m.; arrive at Marion C. H. next day by 6 p. m.

ROUTE No. 5611.

From Marion C. H. to Gilopolis, 62 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hugh H. Porter	\$475.
Stuckey & Rogers	438.
De Berry, McLeod & Ambrose ..	384. <i>Accepted April 25, 1859.</i>

Contract made with De Berry, Ambrose & McLeod, dated April 25, 1859, at \$384 per annum.

Leave Marion C. H. Tuesday at 8 a. m.; arrive at Gilopolis next day by 3 p. m.

Leave Gilopolis Thursday at 8 a. m.; arrive at Marion C. H. next day by 6 p. m.

ROUTE No. 5612.

From Marion C. H. to Marion C. H., equal to 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$268.
De Berry, McLeod & Ambrose..	234.
Hugh H. Porter	175. <i>Accepted April 25, 1859.</i>
A. J. Smith, (after time)	125, informal; no guaranty.

Contract made with Hugh H. Porter, dated April 25, 1859, at \$175 per annum.

Leave Marion C. H. Wednesday at 6 a. m.; arrive at Marion C. H. next day by 5 p. m.

ROUTE No. 5613.

From St. Matthews to Poplar, 16 miles, and back, twice a week.

Bidders' names.	Sum per annum.
M. P. Way.....	\$150, buggy.
Wm. J. Bookhart	135.
Wm. Strock	125.
David D. Jones.....	120.
S. B. Parler	110. <i>Accepted April 25, 1859.</i>

Contract made with S. B. Parler, dated April 25, 1859, at \$110 per annum.

Leave St. Matthews Tuesday and Saturday at 12 m.; arrive at Poplar by 5 p. m.

Leave Poplar Tuesday and Saturday at 6 a. m.; arrive at St. Matthews by 11 a. m.

ROUTE No. 5614.

From Orangeburg C. H. to Vance's Ferry, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. J. Whitmore	\$1,000, buggy.
J. H. W. Dukes.....	298.
Stuckey & Rogers.....	294.
De Berry, McLeod & Ambrose..	275.
M. L. Baldwin.....	248, sulky.
John C. Reeves.....	220.
James D. Baxter	215. <i>Accepted April 25, 1859.</i>

Contract made with James D. Baxter, dated April 25, 1859, at \$215 per annum.

Leave Orangeburg C. H. Friday at 10 a. m.; arrive at Vance's Ferry by 8 p. m.

Leave Vance's Ferry Saturday at 7 a. m.; arrive at Orangeburg C. H. by 3 p. m.

ROUTE No. 5615.

From Graham's Turn Out to Buford's Bridge, 20 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Speaks & Lindenthall	\$600, 000 .
Henry B. Rice.....	500.
T. J. Counts.....	475.
Stuckey & Rogers.....	364.
De Berry, McLeod & Ambrose..	318. <i>Accepted April 25, 1859.</i>

Contract made with De Berry, McLeod & Ambrose, dated April 25, 1859, at \$318 per annum.

Leave Graham's Turn Out Wednesday and Saturday at 6 a. m.; arrive at Buford's Bridge by 12 m.

Leave Buford's Bridge Wednesday and Saturday at 1 p. m.; arrive at Graham's Turn Out by 7 p. m.

ROUTE No. 5616.

From Graham's Turn Out to Willow Swamp, 9 miles, and back, once a week.

Bidders' names.	Sum per annum.
Speaks & Lindenthall	\$300, 000.
De Berry, McLeod & Ambrose..	156.
Levi S. Tyler.....	78. <i>Accepted April 25, 1859.</i>

Contract made with Levi S. Tyler, dated April 25, 1859, at \$78 per annum.

Leave Graham's Turn Out Friday at 10 a. m.; arrive at Willow Swamp by 1 p. m.

Leave Willow Swamp Friday at 6 a. m.; arrive at Graham's Turn Out by 9 a. m.

ROUTE No. 5617.

From Buford's Bridge to Grahamville, 67 miles, and back, once a week.

Bidders' names.	Sum per annum.
Speaks & Lindenthall.....	\$1,400, 000.
T. J. Counts.....	1,375. No guaranty.
Henry B. Rice.....	1,200, omit Greenfield and embrace Barkin's Mills.
T. J. Counts.....	975, schedule changed. <i>Accepted April 25, 1859.</i>

Contract made with T. J. Counts, dated April 25, 1859, at \$975 per annum.

Leave Buford's Bridge Thursday at 6 a. m.; arrive at Grahamville next day by 6 p. m.

Leave Grahamville Tuesday at 6 a. m.; arrive at Buford's Bridge next day by 6 p. m.

ROUTE No. 5618.

From Blackville to Barnwell C. H., 10 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Speaks & Lindenthall	\$800.
De Berry, McLeod & Ambrose..	780, two-horse coach.
Stuckey & Rogers.....	775.
John G. Strobel	300.
Robert Roby	250.
J. C. Padelford.....	200. <i>Accepted April 25, 1859.</i>

Contract made with J. C. Padelford, dated April 25, 1859, at \$200 per annum.

Leave Blackville daily, except Sunday, at 4 p. m.; arrive at Barnwell C. H. by 7 p. m.

Leave Barnwell C. H. daily, except Sunday, at 5 a. m.; arrive at Blackville by 8 a. m.

ROUTE No. 5619.

From Barnwell C. H. to King's Creek, 30 miles, and back, twice a week to Allendale, and once a week the residue.

Bidders' names.	Sum per annum.
Speaks & Lindenthall.....	\$850, 000.
De Berry, McLeod & Ambrose ..	584.
Wm. C. Yeargin	325.
Robert Roby.....	250. <i>Accepted April 25, 1859.</i>

Contract made with Robert Roby, dated April 25, 1859, at \$250 per annum.

Leave Barnwell C. H. Wednesday and Saturday at 7 a. m.; arrive at Allendale by 11 a. m.

Leave Allendale Wednesday at 12 m.; arrive at King's Creek by 4 p. m.

Leave King's Creek Thursday at 7 a. m.; arrive at Allendale by 11 a. m.

Leave Allendale Thursday and Saturday at 12 m.; arrive at Barnwell C. H. by 4 p. m.

ROUTE No. 5620.

From Williston to Lotts, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
Speaks & Lindenthall	\$1,300.
Clinton Ward.....	550.
R. N. Holsonbake.....	448.
Emsley Lott	397. <i>Accepted April 25, 1859.</i>

Contract made with Emsley Lott, dated April 25, 1859, at \$397 per annum.

Leave Williston Friday at 1 p. m.; arrive at Lotts next day by 7 p. m.

Leave Lotts Thursday at 5 a. m.; arrive at Williston next day by 12 m.

ROUTE No. 5621.

From Aiken to Lower Three Runs, $45\frac{1}{2}$ miles, and back, once a week.

Bidders' names.	Sum per annum.
Speaks & Lindenthall	\$1,000.
W. H. Owens	270. <i>Accepted April 25, 1859.</i>
(After time.)	
James W. Johnson	246. (Received April 8, 1859.)
Vandy George	248. (Received April 5, 1859.)

Contract made with W. H. Owens, dated April 25, 1859, at \$270 per annum.

Leave Aiken Thursday at 7 a. m.; arrive at Lower Three Runs next day by 12 m.

Leave Lower Three Runs Friday at 2 p. m.; arrive at Aiken next day by 7 p. m.

ROUTE No. 5622.

From Aiken to Lexington C. H., 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
Speaks & Lindenthall	\$700.
Stuckey & Rogers	488.
B. J. & A. D. Hayes	295.
R. M. Holsonbake	285.
David P. Burnett	220. <i>Accepted April 25, 1859.</i>

Contract made with David P. Burnett, dated April 25, 1859, at \$220 per annum.

Leave Aiken Tuesday at 3 p. m.; arrive at Lexington C. H. next day by 4 p. m.

Leave Lexington C. H. Monday at 10 a. m.; arrive at Aiken next day by 1 p. m.

ROUTE No. 5623.

From Hamburg to Augusta, $\frac{3}{4}$ mile, and back, twice daily.

Bidders' names.	Sum per annum.
Speaks & Lindenthall	\$1,000, 000.
W. H. Kennedy	650.
Wm. B. Cates	120. <i>Accepted April 25, 1859.</i>
W. H. Hardin	130.

Contract made with Wm. B. Cates, dated April 25, 1859, at \$120 per annum.

Hours of departures and arrivals to be arranged by the postmasters at Hamburg and Augusta.

ROUTE No. 5624.

From Hamburg to Longmire's Store, $37\frac{1}{4}$ miles, and back, once a week.

Bidders' names.	Sum per annum.
Speaks & Lindenthall	\$850, 000.
	700, 000.
Wm. T. West	400, 000.
Stuckey & Rogers	364.
De Berry, McLeod & Ambrose ..	338. <i>Accepted April 25, 1859.</i>

Contract made with De Berry, McLeod & Ambrose, dated April 25, 1859, at \$338 per annum.

Leave Hamburg Friday at 6 a. m.; arrive at Longmire's Store by 6 p. m.

Leave Longmire's Store Saturday at 6 a. m.; arrive at Hamburg by 6 p. m.

ROUTE No. 5625.

From Augusta, Ga., to Ninety-Six, S. C., $59\frac{3}{4}$ miles, and back, three times a week.

Bidders' names.	Sum per annum.
John M. Partlow	\$4,000, four-horse vehicle.
Speaks & Lindenthall	2,000, ***.
S. S. Tompkins	1,750, two-horse coach.
Vollentine Ripley	1,550, two-horse coach. <i>Accepted April 25, 1859.</i>
	2,950, two-horse coach, six times a week.
Clinton Ward	1,500, <i>pro rata</i> for additional trips.

Contract made with Vollentine Ripley, dated April 25, 1859, at \$1,550 per annum.

Leave Augusta Monday, Wednesday, and Friday, at 8 a. m.; arrive at Ninety-Six by 10 p. m.

Leave Ninety-Six Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Augusta next days by 2 a. m.

ROUTE No. 5626.

From Augusta, Ga., to Calhoun's Mills, 60 $\frac{1}{4}$ miles, and back, twice a week.

Bidders' names.	Sum per annum.
Speaks & Lindenthall	\$1,200, ***.
Stuckey & Rogers	1,088, ***.
De Berry, McLeod & Ambrose ..	1,048, sulky.
Clinton Ward	800. <i>Accepted April 25, 1859.</i>
J. S. Bouchelle, (after time)	1,000. No guaranty. (Received April 16, 1859.)

Contract made with Clinton Ward, dated April 25, 1859, at \$800 per annum.

Leave Augusta Monday and Thursday at 6 a. m.; arrive at Calhoun's Mills next days by 11 a. m.

Leave Calhoun's Mills Tuesday and Friday at 3 p. m.; arrive at Augusta next days by 8 p. m.

ROUTE No. 5627.

From Augusta, Ga., to Gillisonville, 98 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Blount & Simpson	\$3,000.
Speaks & Lindenthall	2,500, ***.
John C. Galvan	1,800. <i>Accepted April 25, 1859.</i> Service to be reduced to once a week, and pay to \$900 per annum.

Contract made with John C. Galvan, dated April 25, 1859, at \$900 per annum.

Leave Augusta Monday at 6 a. m.; arrive at Gillisonville Wednesday by 11 a. m.

Leave Gillisonville Monday at 1 p. m.; arrive at Augusta Friday by 5 p. m.

ROUTE No. 5628.

From Charleston to Florence, 103 $\frac{1}{2}$ miles, and back, twice daily.

Contract made with the Northeastern Railroad Co., dated July 27, 1859, at \$15,543 75 per annum.

Leave Charleston daily at 1 $\frac{1}{4}$ a. m. and 2 $\frac{1}{2}$ p. m.; arrive at Florence by 8 $\frac{1}{2}$ a. m. and 9 p. m.

Leave Florence daily at 2 a. m. and 11 $\frac{1}{4}$ a. m.; arrive at Charleston by 8 $\frac{1}{2}$ a. m. and 6 $\frac{1}{2}$ p. m.

ROUTE No. 5629.

From Charleston by Fernandina and Cedar Key, to New Orleans, 796 miles, and back, daily. (The route to go into operation if the service can be performed in 60 hours.)

Bidder's name.	Sum per annum.
Florida Railroad Co	\$159,200.

(Not let.)

ROUTE No. 5630.

From Charleston to Savannah, 160 miles, and back, once a week.

Service performed by F. Peck, at \$25 per trip.

ROUTE No. 5631.

From Charleston to Grahamville, 85 miles, and back, three times a week.

Bids are invited to commence at the terminus of the Charleston and Savannah railroad, with separate bids for tri-weekly side supplies to offices off the line.

Bidders' names.	Sum per annum.
Blount & Simpson -----	\$3,445. 2,588, commence at the terminus of the Charleston and Savannah railroad. <i>Accepted, at \$2,588, April 25, 1859.</i>
Charleston and Savannah Railroad Co -----	1,080, or \$30 per mile, end at Ashepoo, 36 miles. <i>Accepted April 25, 1859.</i>
De Berry, McLeod & Ambrose--	3,498, sulky.

Contract made with Charleston and Savannah Railroad Co., dated April 25, 1859, at \$1,080 per annum.

Leave Charleston Tuesday, Thursday, and Saturday, at 5½ a. m.; arrive at Ashepoo Ferry by 9½ a. m.

Leave Ashepoo Ferry Tuesday, Thursday, and Saturday, at 3¼ p. m.; arrive at Charleston by 7 p. m.

Contract also made with Blount & Simpson, dated April 25, 1859, at \$2,588 per annum, under No. 5773, which see.

ROUTE No. 5632.

From Charleston to North Santee, 44 miles, and back, three times a week.

Bidder's name.	Sum per annum.
J. Farrabee -----	\$2,000. <i>Accepted April 25, 1859. Service to be reduced to twice a week, and pay to \$1,334 per annum.</i>

Contract made with J. Farrabee, dated April 25, 1859, at \$1,334 per annum.

Leave Charleston Tuesday and Friday at 3 p. m.; arrive at North Santee next days by 11 a. m.

Leave North Santee Wednesday and Saturday at 1 p. m.; arrive at Charleston next days by 9 a. m.

ROUTE No. 5633.

From Charleston to Curtis, 18 miles, and back, once a week.

Bidder's name.	Sum per annum.
Blount & Simpson -----	\$1,125.
(Not let.)	

ROUTE No. 5634.

From Charleston by Savannah, Ga., and Key West, Fla., to Havana, Cuba, 670 miles, and back, twice a month, in steamships.

[NOTE.—The act of June 14, 1858, prescribes "that it shall not be lawful for the Postmaster General to make any steamship or other new contract for carrying the mails on the sea for a longer period than two years, nor for any other compensation than the sea and inland postages on the mails so conveyed." Unless, therefore, this law is repealed at the present session of Congress, no bids on this route can be considered or accepted except such as offer to perform the service for the sea and inland postages, and for a contract term not exceeding two years.]

Bidder's name.	Sum per annum.
M. C. Mordecai	\$60,000, steamer Isabel, and other steamers if necessary; contract to continue for four years or less, at Postmaster General's option; or
	50,000, for part to Key West, and the residue for the sea and inland postages, in the steamer Isabel, or other steamers if necessary; contract to continue for four years or less, at Postmaster General's option; or
	50,000, end at Key West, steamer Isabel, and other steamers if necessary; contract to continue four years or less, at Postmaster General's option.

(Not let.)

ROUTE No. 5635.

From Adam's Run to Edisto Island, 17 miles, and back, twice a week.

Bids are invited to commence at a point on the Charleston and Savannah railroad, and run three or six times a week to Adam's Run, and twice or three times a week to Edisto Island.

Bidders' names.	Sum per annum.
Blount & Simpson	\$900. 812, three times a week, commence at railroad and end at Adam's Run.
Louis Caddin	550.
Enoch Hutson	500. 300, sulky, commence at railroad and end at Adam's Run.
Louis Caddin	300, three times a week, commence at railroad and end at Adam's Run.
Alexander Moffett	600, three times a week. 500, three times a week, from a point on the railroad to Adam's Run. 495. <i>Accepted April 25, 1859.</i> 295, three times a week, commence at railroad and end at Adam's Run.
David Sauls	570. 200, three times a week to Charleston and Savannah railroad, <i>Accepted April 25, 1859.</i> 400, six times a week to Charleston and Savannah railroad.

Contract made with Alexander Moffett, dated April 25, 1859, at \$495 per annum.

Leave Adam's Run Monday and Wednesday at 6 a. m.; arrive at Edisto Island by 11 a. m.

Leave Edisto Island Monday and Wednesday at 1 p. m.; arrive at Adam's Run by 6 p. m.

Contract made with David Sauls, dated April 25, 1859, at \$200 per annum, under No. 5774, which see.

ROUTE No. 5636.

From Pocotaligo to Whippy Swamp, 29 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers	\$288.
Charles M. Terry	200. <i>Accepted April 25, 1859.</i>

Contract made with Charles M. Terry, dated April 25, 1859, at \$200 per annum.

Leave Pocotaligo Friday at 2 p. m.; arrive at Whippy Swamp next day by 8 a. m.

Leave Whippy Swamp Friday at 5 a. m.; arrive at Pocotaligo by 12 m.

ROUTE No. 5637.

From Beaufort to Pocotaligo, 21 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Blount & Simpson	\$1,586.
DeBerry, McLeod & Ambrose...	949, sulky.
Stuekey & Rogers.....	928, 000.
Speaks & Lindenthall	700.
J. T. Barns	700, sulky or two-horse coach. <i>Accepted April 25, 1859.</i>
D. L. Thompson, (after time)...	900, sulky.

Contract made with J. T. Barns, dated April 25, 1859, at \$700 per annum.

Leave Beaufort Monday, Wednesday, and Friday, at 4 a. m.; arrive at Pocotaligo by 9 a. m.

Leave Pocotaligo Monday, Wednesday, and Friday, at 11 a. m.; arrive at Beaufort by 4 p. m.

ROUTE No. 5638.

From Gillisonville to Beach Branch, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$298.
Speaks & Lindenthall	235, 000.
William Boutwell	200. <i>Accepted April 25, 1859.</i>

Contract made with William Boutwell, dated April 25, 1859, at 200 per annum.

Leave Gillisonville Thursday at 8 a. m.; arrive at Beech Branch by 5 p. m.

Leave Beech Branch Friday at 8 a. m.; arrive at Gillisonville by 5 p. m.

ROUTE No. 5639.

From Grahamville to Bluffton, 25 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Blount & Simpson	\$936.
Speaks & Lindenthall	700. <i>Accepted April 25, 1859. Service to be reduced to once a week, and pay to \$350 per annum.</i>

Contract made with Speaks & Lindenthall, dated April 25, 1859, at \$350 per annum.

Leave Grahamville Wednesday at 12 m.; arrive at Bluffton by 7 p. m.

Leave Bluffton Wednesday at 4 a. m.; arrive at Grahamville by 11 a. m.

ROUTE No. 5640.

From Robertsville to Springfield, 18 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Speaks & Lindenthall	\$400.
Stuckey & Rogers.....	258.

(Not let.)

ROUTE No. 5641.

From Walterborough to Blue House, 13 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Speaks & Lindenthall	\$800.
De Berry, McLeod & Ambrose ..	548.
Owen Bunting	250.

(Not let.)

ROUTE No. 5642.

From St. George's to Walterboro', 21½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
Speaks & Lindenthall	\$800, 000.
Blount & Simpson	600.
De Berry, McLeod & Ambrose..	567, sulky. <i>Accepted April 25, 1859.</i>

Contract made with De Berry, McLeod & Ambrose, dated April 25, 1859, at \$567 per annum.

Leave St. George's Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Walterboro' by 8 p. m.

Leave Walterboro' Tuesday, Thursday, and Saturday, at 5 a. m.; arrive at St. George's by 11 a. m.

ROUTE No. 5643.

From Ridgeville to Vance's Ferry, 30 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John H. Isaacs	\$400.
Stuckey & Rogers.....	548.
John T. Hilton.....	398. <i>Accepted April 25, 1859.</i>

Contract made with John T. Hilton, dated April 25, 1859, at \$398 per annum.

Leave Ridgeville Tuesday and Saturday at 10 a. m.; arrive at Vance's Ferry by 5 p. m.

Leave Vance's Ferry Tuesday and Saturday at 6 p. m.; arrive at Ridgeville next days by 10½ a. m.

ROUTE No. 5644.

From Monk's Corner to Cainboy, 33 miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 5645.

From Kingstree to Georgetown, 44½ miles, and back, once a week.

Bidders' names.	Sum per annum.
James M. Staggers	\$400, sulky.
Stuckey & Rogers	360.
DeBerry, McLeod & Ambrose ...	362, sulky.

(Not let.)

ROUTE No. 5646.

From Kingston to Potato Ferry, 17 miles, and back, once a week.

Bidders' names.	Sum per annum.
James M. Staggers	\$150, schedule proposed.
Stuckey & Rogers	146.
De Berry, McLeod & Ambrose...	141. <i>Accepted April 25, 1859.</i>

Contract made with De Berry, McLeod & Ambrose, dated April 25, 1859, at \$141 per annum.

Leave Kingstree Saturday at 1 p. m.; arrive at Potato Ferry by 6 p. m.

Leave Potato Ferry Saturday at 7 a. m.; arrive at Kingstree by 12 m.

ROUTE No. 5647.

From Lynch's Lake to Lynchburg, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
William J. Graham.....	\$200.
Stuckey & Rogers.....	198.
De Berry, McLeod & Ambrose...	196, schedule proposed.
	187. <i>Accepted April 25, 1859.</i>

Contract made with De Berry, McLeod & Ambrose, dated April 25, 1859, at \$187 per annum.

Leave Lynch's Lake Saturday at 8 a. m.; arrive at Lynchburg by 4 p. m.

Leave Lynchburg Friday at 10 a. m.; arrive at Lynch's Lake by 6 p. m.

ROUTE No. 5648.

From Thirty-two Mile House to Echaw, 18 miles, and back, three times a week.

Bidder's name.	Sum per annum.
J. Farrabee.....	\$500. <i>Accepted April 25, 1859.</i> Service to be reduced to once a week, and pay to \$167 per annum.

Contract made with J. Farrabee, dated April 25, 1859, at \$167 per annum.
 Leave Thirty-two Mile House Saturday at 7 a. m.; arrive at Echaw by 12 m.
 Leave Echaw Saturday at 1 p. m.; arrive at Thirty-two Mile House by 6 p. m.

ROUTE No. 5649.

From Georgetown to Gourdine's, 42 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Blount & Simpson	\$5,824.
James W. Steagall.....	5,000, two-horse hack.
J. Farrabee.....	4,500.
Henry M. Hiddleston.....	3,975, two-horse coach, with privilege of sulky or buggy.
James W. Steagall.....	3,000, sulky. <i>Accepted April 25, 1859.</i>

Contract made with James W. Steagall, dated April 25, 1859, at \$3,000 per annum.
 Leave Georgetown daily, except Sunday, at 6 p. m.; arrive at Gourdine's Turn Out next day by 2½ a. m.
 Leave Gourdine's Turn Out daily, except Sunday, at 7½ p. m.; arrive at Georgetown next day by 4 a. m.

ROUTE No. 5650.

From Georgetown to Mar's Bluff, 73½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
James W. Steagall.....	\$4,000, sulkies.
Hugh H. Porter.....	2,800.
Stuckey & Rogers.....	2,145, 000 .
De Berry, Ambrose & McLeod...	1,998, sulkies. <i>Accepted April 25, 1859.</i>

Contract made with De Berry, Ambrose & McLeod, dated April 25, 1859, at \$1,998 per annum.
 Leave Georgetown Monday, Wednesday, and Friday, at 7½ a. m.; arrive at Mar's Bluff next days by 9½ a. m.
 Leave Mar's Bluff Tuesday, Thursday, and Saturday, at 7 p. m.; arrive at Georgetown next days by 9 p. m.

ROUTE No. 5651.

From Georgetown to Little River, 69 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. L. McColl	\$800.
Z. W. Dusenbury.....	600, provided he get 5026. 600, provided he get 5026, and embrace Williams' Cross Roads.
W. A. Bessent	474.
James S. Borroughs.....	470. <i>Accepted April 25, 1859.</i>

Contract made with James S. Borroughs, dated April 25, 1859, at \$470 per annum.
 Leave Georgetown Saturday at 10 a. m.; arrive at Little River next day by 8 p. m.
 Leave Little River Friday at 5 a. m.; arrive at Georgetown next day by 9 a. m.

ROUTE No. 5652.

From Black Mingo to Kingtree, 25½ miles, and back, once a week.

Bidders' names.	Sum per annum.
James M. Staggers.....	\$200, 000 , sulky.
Stuckey & Rogers.....	248.
DeBerry, McLeod & Ambrose ...	182. <i>Accepted April 25, 1859.</i>

Contract made with De Berry, McLeod & Ambrose, dated April 25, 1859, at \$182 per annum.

Leave Black Mingo Thursday at 1 p. m.; arrive at Kingstree by 8 p. m.

Leave Kingstree Thursday at 5 a. m.; arrive at Black Mingo by 12 m.

ROUTE No. 5653.

From Johnsonville to Myersville, 30½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$546.
Wm. J. Graham	500.
De Berry, McLeod & Ambrose..	439. <i>Accepted April 25, 1859. Service to be reduced to once a week, and pay to \$220 per annum.</i>

Contract made with De Berry, McLeod & Ambrose, dated April 25, 1859, at \$220 per annum.

Leave Johnsonville Saturday at 7 a. m.; arrive at Myersville by 5 p. m.

Leave Myersville Friday at 7 a. m.; arrive at Johnsonville by 5 p. m.

ROUTE No. 5654.

From Jeffrey's Creek to Myersville, 21 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. J. Graham	\$185.
Stuckey & Rogers.....	168.
De Berry, McLeod & Ambrose..	159. <i>Accepted April 25, 1859.</i>

Contract made with De Berry, McLeod & Ambrose, dated April 25, 1859, at \$159 per annum.

Leave Jeffrey's Creek Thursday at 7 a. m.; arrive at Myersville by 12 m.

Leave Myersville Wednesday at 12 m.; arrive at Jeffrey's Creek by 5 p. m.

ROUTE No. 5655.

From Conwayboro' to Fair Bluff, 37 miles, and back, three times a week.

Bidders' names.	Sum per annum.
James W. Steagall.....	\$1,540, sulky.
James T. Burroughs.....	1,500, two-horse hack.
Hugh H. Porter.....	1,450, two-horse hack. <i>Accepted April 25, 1859, and service to be reduced to twice a week, and pay to \$967 per annum.</i>

Contract made with Hugh H. Porter, dated April 25, 1859, at \$967 per annum.

Leave Conwayboro' Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Fair Bluff by 6 p. m.

Leave Fair Bluff Monday, Wednesday, and Friday, at 8 a. m.; arrive at Conwayboro' by 8 p. m.

ROUTE No. 5656.

From Clio to Bennettsville, 17 miles, and back, once a week.

Bidder's name.	Sum per annum.
J. L. McColl.....	\$112. <i>Accepted April 25, 1859.</i>

Contract made with J. L. McColl, dated April 25, 1859, at \$112 per annum.

Leave Clio Tuesday at 7 a. m.; arrive at Bennettsville by 11½ a. m.

Leave Bennettsville Tuesday at 1 p. m.; arrive at Clio by 6 p. m.

ROUTE No. 5657.

From Bennettsville to Society Hill, 12 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Hugh H. Porter.....	\$2,000, two-horse hack. 350, for service between Society Hill Depot and office.

Bidders' names.	Sum per annum.
James W. Steagall.....	1,800, two-horse coach; end at Cheraw in lieu of Society Hill.
Stuckey & Rogers.....	1,188, 000 .
DeBerry, McLeod & Ambrose...	1,156, to Society Hill or depot.
J. L. McColl.....	800. <i>Accepted April 25, 1859, and service to be reduced to three times a week, and pay to \$400 per annum.</i>

Contract made with J. L. McColl, dated April 25, 1859, at \$400 per annum.

J. L. McColl having declined, contract made temporarily with Thomas Sutherland for six times a week service between Bennettsville and Cheraw from July 1, 1859.

Leave Bennettsville daily, except Sunday, at 7 a. m.; arrive at Society Hill by 10 a. m.

Leave Society Hill daily, except Sunday, at 11½ p. m.; arrive at Bennettsville next day by 2½ a. m.

ROUTE No. 5658.

From Darlington Court-House to Thomas's + Roads, 32 miles, and back, twice a week.

Bidders' names.	Sum per annum.
D. J. W. Sansbury.....	\$490, sulky.
W. H. DeBerry, McLeod & Ambrose.....	475, sulky. <i>Accepted April 25, 1859, and service to be reduced to once a week, and pay to \$238 per annum.</i>
Stuckey & Rogers.....	548.

Contract made with DeBerry, McLeod & Ambrose, dated April 25, 1859, at \$238 per annum.

Leave Darlington Court-House Friday at 7 a. m.; arrive at Thomas's + Roads by 6 p. m.

Leave Thomas's + Roads at 7 a. m.; arrive at Darlington Court-House by 6 p. m.

ROUTE No. 5659.

From Lydia to Hartsville, 14 miles, and back, twice a week.

Bidders' names.	Sum per annum.
D. W. J. Sansbury.....	\$349.
Stuckey & Rogers.....	238.
DeBerry, McLeod & Ambrose...	182.
James Blackwell	160. <i>Accepted April 25, 1859, and service to be reduced to once a week, and pay to \$80 per annum.</i>

Accepted bidder declining, contract made with James G. Wallace, dated June 21, 1859, at \$80 per annum.

Leave Lydia Friday at 10 a. m.; arrive at Hartsville by 2 p. m.

Leave Hartsville Friday at 5 p. m.; arrive at Lydia by 9 p. m.

ROUTE No. 5660.

From Cheraw to Chesterfield Court-House, 12 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Medlin & Tarrh.....	\$985, to Bennettsville.
James W. Steagall.....	581.
Silas Ingram.....	500, 000 .
Stuckey & Rogers.....	495.
DeBerry, McLeod & Ambrose...	444, 000 .
J. L. McColl.....	429.
	300. <i>Accepted April 25, 1859, and service reduced to twice a week, and pay to \$200 per annum.</i>

Accepted bidder declining, contract made with William E. Craig, dated June 14, 1859, at \$200 per annum.

Leave Cheraw Monday and Friday at 7 a. m.; arrive at Chesterfield Court-House by 11 a. m.

Leave Chesterfield Court-House Monday and Friday at 1 p. m.; arrive at Cheraw by 5 p. m.

ROUTE No. 5661.

From Powell's Store to Brightsville, $5\frac{1}{2}$ miles, and back, once a week.

Bidders' names.	Sum per annum.
J. L. McColl.....	\$68.
(After time.)	
William Steen.....	26. <i>Accepted April 25, 1859.</i>

Contract made with William Steen, dated April 25, 1859, at \$26 per annum.

Leave Powell's Store Wednesday at $7\frac{1}{2}$ a. m. ; arrive at Brightsville by $9\frac{1}{2}$ a. m.

Leave Brightsville Wednesday at 10 a. m. ; arrive at Powell's Store by 12 m.

ROUTE No. 5662.

From Chesterfield Court-House to Jefferson, 39 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$588, 000.
De Berry, McLeod & Ambrose..	398.
Silas Ingram.....	376. <i>Accepted April 25, 1859, and service to be reduced to once a week, and pay to \$188 per annum.</i>

Contract made with Silas Ingram, dated April 25, 1859, at \$188 per annum.

Leave Chesterfield Court-House Monday at 4 p. m. ; arrive at Jefferson next day by 12 m.

Leave Jefferson Monday at 7 a. m. ; arrive at Chesterfield Court-House by 3 p. m.

ROUTE No. 5663.

From Jefferson to Camden, 39 miles, and back, once a week.

Bidders' names.	Sum per annum.
De Berry, McLeod & Ambrose..	\$338.
Silas Ingram.....	325.
Jonathan Newman.....	240.
Alexander McDonald.....	240. <i>Accepted April 25, 1859.</i>
(After time.)	
W. D. McNaughten.....	249.

Contract made with Alexander McDonald, dated April 25, 1859, at \$240 per annum.

Leave Jefferson Saturday at 1 p. m. ; arrive at Camden next Monday by 12 m.

Leave Camden Friday at 1 p. m. ; arrive at Jefferson next day by 12 m.

ROUTE No. 5664.

From Pleasant Hill to Walkersville, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Consart.....	\$300.
Wm. W. Funderbunk.....	240.
(Not let.)	

ROUTE No. 5665.

From Lancaster C. H. to Camden, 52 miles, and back, twice a week.

Bidders' names.	Sum per annum.
J. A. Hazeltine.....	\$2,080, two-horse hack, three times a week.
Silas Ingram.....	1,040. <i>Accepted April 25, 1859, service to be reduced to once a week, and pay to \$520 per annum.</i>

Contract made with Silas Ingram, dated April 25, 1859, at \$520 per annum.

Leave Lancaster C. H. Monday at 1 p. m. ; arrive at Camden next day by 6 p. m.

Leave Camden Thursday at 6 a. m. ; arrive at Lancaster C. H. next day by 12 m.

ROUTE No. 5666.

From Lancaster C. H. to Pineville, 7 miles, and back, twice a week.

Bidders' names.	Sum per annum.
J. A. Hasseltine.....	\$1,080, three times a week, two-horse hack.
John B. Consart	1,000.

Bidders' names.	Sum per annum.
Elias D. Kennedy	\$1,000, two-horse hack, three times a week.
James T. Hotchkiss	950, three times a week.
John Kearney	600.
Stuckey & Rogers	468. <i>Accepted April 25, 1859.</i>

Contract made with Stuckey & Rogers, dated April 25, 1859, at \$468 per annum.

Leave Lancaster C. H. Monday and Thursday at 6 a. m.; arrive at Pineville by 2 p. m.

Leave Pineville Tuesday and Friday at 8 a. m.; arrive at Lancaster C. H. by 4 p. m.

ROUTE No. 5667.

From Lancaster C. H. to Chester C. H., 32 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Silas Ingram	\$800.
John Kearney	675, 000.
Stuckey & Rogers	545.
James Jamison	475, for this and 5685 combined, omitting Lancaster.
Wm. Walker	449. <i>Accepted April 25, 1859.</i>

Contract made with William Walker, dated April 25, 1859, at \$449 per annum.

Leave Lancaster C. H. Tuesday and Friday at 6 a. m.; arrive at Chester C. H. by 6 p. m.

Leave Chester C. H. Monday and Thursday at 6 a. m.; arrive at Lancaster C. H. by 6 p. m.

ROUTE No. 5668.

From Lancaster C. H. to Jefferson, 32 miles, and back, once a week, supplying Old Store only on return trip.

Bidders' names.	Sum per annum.
Reuben Beasley	\$550.
B. L. Evans	299.
	225, to White Plains.
Silas Ingram	274.
Jeremiah Funderbunk	200. <i>Accepted April 25, 1859.</i>
W. A. Evans	75, commence at White Plains, twice a week.

Contract made with Jeremiah Funderbunk, dated April 25, 1859, at \$200 per annum.

Leave Lancaster C. H. Thursday at 2 p. m.; arrive at Jefferson next day by 10 a. m.

Leave Jefferson Friday at 11 a. m.; arrive at Lancaster C. H. next day by 11 a. m.

ROUTE No. 5669.

From Camden to Lancaster C. H., 39 miles, and back, three times a week.

Bidders' names.	Sum per annum.
J. A. Hasseltine	\$1,450, two-horse hack.
Silas Ingram	1,365, two-horse hack.
Stuckey & Rogers	1,275, 000. <i>Accepted April 25, 1859.</i>

Contract made with Stuckey & Rogers, dated April 25, 1859, at \$1,275 per annum.

Leave Camden Monday, Wednesday, and Friday, at 6 a. m.; arrive at Lancaster C. H. by 5 p. m.

Leave Lancaster C. H. Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Camden by 5 p. m.

ROUTE No. 5670.

From Camden to Tillers' Ferry, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph A. W. Berry	\$198.
	144. <i>Accepted April 25, 1859.</i>
DeBerry, McLeod & Ambrose...	147.

Contract made with Joseph A. W. Berry, dated April 25, 1859, at \$144 per annum.
 Leave Camden Saturday at 1 p. m.; arrive at Tiller's Ferry by 5 p. m.
 Leave Tiller's Ferry Friday at 4 p. m.; arrive at Camden next day by 10½ a. m.

ROUTE No. 5671.

From Camden to Bee Tree, 8½ miles, and back, once a week.

Bidder's name.	Sum per annum.
Stuckey & Rogers.....	\$118.
(Not let.)	

ROUTE No. 5672.

From Flat Rock to Monroe, N. C., 50½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Silas Ingram.....	\$500.
Houston & Laney.....	390.
	375, omit Eden Grove and Palmetto.
Stuckey & Rogers.....	388.
DeBerry, McLeod & Ambrose...	379.
Jonas Rowel	325.
(Not let.)	

ROUTE No. 5673.

From Columbia to Charlotte, N. C., 110 miles, and back, six times a week.

Service performed six times a week by the Charlotte & South Carolina Railroad Company, at \$11,000 per annum.

ROUTE No. 5674.

From Columbia to Greenville C. H., 145 miles, and back, six times a week, with the following branches, viz: 1st, from Hodges to Abbeville, 11½ miles, and back, six times a week; 2d, from Belton to Anderson C. H., 10 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Greenville and Columbia Railroad Company	\$19,633.

Service performed daily, except Sunday, by the Greenville and Columbia Railroad Company, at \$15,600 per annum.

ROUTE No. 5675.

From Columbia to Edgefield C. H., 58½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
Richard Ward.....	\$2,474, stages. 1,760, sulkies. <i>Accepted April 25, 1825.</i>
D. Holsonbake	3,000.
Lott & Rutland.....	1,897, buggy.

Contract made with Richard Ward, dated April 25, 1859, at \$1,760 per annum.
 Leave Columbia Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Edgefield C. H. by 8 p. m.
 Leave Edgefield C. H. Monday, Wednesday, and Friday, at 9 a. m.; arrive at Columbia by 11 p. m.

ROUTE No. 5676.

From Columbia to Rockville, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$148, end at Oakville.
U. B. Whites	80. <i>Accepted April 25, 1859.</i>

Contract made with U. B. Whites, dated April 25, 1859, at \$80 per annum.

Leave Columbia Saturday at 1 p. m.; arrive at Rockville by 7 p. m.

Leave Rockville Saturday at 6 a. m.; arrive at Columbia by 12 m.

ROUTE No. 5677.

From Columbia to Sandy Run, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers	\$168.
D. J. W. Rucker	110.
Samuel Crim	90. <i>Accepted April 25, 1859.</i>

Contract made with Samuel Crim, dated April 25, 1859, at \$90 per annum.

Leave Columbia Saturday at $\frac{1}{2}$ p. m.; arrive at Sandy Run by 6 p. m.

Leave Sandy Run Saturday at 6 a. m.; arrive at Columbia by 12 m.

ROUTE No. 5678.

From Winnsboro' to Fish Dam, 49 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers	\$458. <i>Accepted April 25, 1859.</i>
J. E. Robinson	394, guaranty deficient.

Contract made with Stuckey & Rogers, dated April 25, 1859, at \$458 per annum.

Leave Winnsboro' Friday at 1 p. m.; arrive at Fish Dam next day by 6 p. m.

Leave Fish Dam Thursday at 5 a. m.; arrive at Winnsboro' next day by 12 m.

ROUTE No. 5679.

From Winnsboro' to Beckhamsville, 22 $\frac{1}{2}$ miles, and back, twice a week.

Bidders' names.	Sum per annum.
Edwin Yongue	\$450.
John B. Gladden	450.
William Stroud, jr.	400.
William Gibson	300. <i>Accepted April 25, 1859.</i>
Stuckey & Rogers	318.
	410.

Contract made with William Gibson, dated April 25, 1859, at \$300 per annum.

Leave Winnsboro' Tuesday and Friday at 12 m.; arrive at Gladden's Grove by 4 p. m., and at Beckhamsville by 8 p. m.

Leave Beckhamsville Monday and Thursday at 8 a. m.; arrive at Winnsboro' by 4 p. m.

ROUTE No. 5680.

From Gladden's Grove to Rocky Mount, 6 miles, and back, twice a week.

Bidders' names.	Sum per annum.
A. J. & W. Nickels	\$99.
Stuckey & Rogers	96. <i>Accepted April 25, 1859. Service to be reduced to once a week, and pay to \$48 per annum.</i>

Contract made with Stuckey & Rogers, dated April 25, 1859, at \$48 per annum.

Leave Gladden's Grove Friday at 4 $\frac{1}{2}$ p. m.; arrive at Rocky Mount by 6 p. m.

Leave Rocky Mount Friday at 2 p. m.; arrive at Gladden's Grove by 3 $\frac{1}{2}$ p. m.

ROUTE No. 5681.

From Cornwell Turnout to Hazlewood, 16 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Stuckey & Rogers	\$288. <i>Accepted April 25, 1859. Service to be reduced to once a week, and pay to \$144 per annum.</i>

Contract made with Stuckey & Rogers, dated April 25, 1859, at \$144 per annum.
 Leave Cornwell Turnout Friday at 12 m.; arrive at Hazlewood by 3 $\frac{3}{4}$ p. m.
 Leave Hazlewood Friday at 4 p. m.; arrive at Cornwell Turnout by 7 p. m.

ROUTE No. 5682.

From Chester C. H. to Yorkville, 23 $\frac{1}{2}$ miles, and back, six times a week.

Bidder's name.	Sum per annum.
King's Mountain Railroad Co.---	\$1,600.

Contract made with the King's Mountain Railroad Company, dated July 29, 1859, at \$1,400 per annum.

Leave Chester C. H. daily, except Sunday, at 1 $\frac{1}{2}$ p. m.; arrive at Yorkville by 3 $\frac{1}{2}$ p. m.
 Leave Yorkville daily, except Sunday, at 8 a. m.; arrive at Chester C. H. by 10 a. m.

ROUTE No. 5683.

From Chester C. H. to Unionville, 29 $\frac{1}{2}$ miles, and back, once a week.

Bidders' names.	Sum per annum.
William Walker-----	\$389.
Stuckey & Rogers-----	348.
(Not let)	

ROUTE No. 5684.

From Chester C. H. to Pinckneyville, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Walker-----	\$240.
Stuckey & Rogers-----	188. <i>Accepted April 25, 1859.</i>

Contract made with Stuckey & Rogers, dated April 25, 1859, at \$188 per annum.

Leave Chester C. H. Saturday at 5 a. m.; arrive at Pinckneyville by 12 m.
 Leave Pinckneyville Saturday at 1 p. m.; arrive at Chester C. H. by 8 p. m.

ROUTE No. 5685.

From Lewisville to Cedar Shoals, 8 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Jamison-----	\$475, commence at Rich Hill + Roads, and embrace route 5667.
James B. Magill-----	120.
John Wylie-----	108. <i>Accepted April 25, 1859.</i>

Contract made with John Wylie, dated April 25, 1859, at \$108 per annum.

Leave Lewisville Monday at 10 a. m.; arrive at Cedar Shoals by 1 p. m.
 Leave Cedar Shoals Monday at 6 a. m.; arrive at Lewisville by 9 a. m.

ROUTE No. 5686.

From Yorkville to Spartanburgh C. H., 55 $\frac{1}{2}$ miles, and back, twice a week.

Bidders' names.	Sum per annum.
De Berry, McLeod & Ambrose--	\$1,100.
Milo A. Harvey-----	650.
R. C. Poole-----	590, <i>Accepted April 25, 1859.</i>

Contract made with R. C. Poole, dated April 25, 1859, at \$590 per annum.

Leave Yorkville Tuesday and Friday at 1 p. m.; arrive at Spartanburgh C. H. next days by 6 p. m.
 Leave Spartanburgh C. H. Monday and Thursday at 6 a. m.; arrive at Yorkville next days by 12 m.

ROUTE No. 5687.

From Yorkville to Cross Anchor, 52 miles, and back, twice a week.

Bidders' names.	Sum per annum.
De Berry, McLeod & Ambrose..	\$1,098.
John Brown.....	998.
William Eller.....	900.
George S. Doster.....	900.
Shelden & Gibbs.....	800.
D. L. Davis.....	790. <i>Accepted April 25, 1859; service to be reduced to once a week, and pay to \$395 per annum.</i>

Contract made with D. L. Davis, dated April 25, 1859, at \$395 per annum.

Leave Yorkville Thursday at 6 a. m.; arrive at Cross Anchor next day by 12 m.

Leave Cross Anchor Thursday at 1 p. m.; arrive at Yorkville next day by 6 p. m.

ROUTE No. 5688.

From Yorkville to Charlotte, N. C., 30½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
De Berry, McLeod A. Ambrose..	\$498.
William Kerr.....	468.
J. R. Howe.....	425.
William G. Warren.....	400. <i>Accepted April 25, 1859.</i>

Contract made with William G. Warren, dated April 25, 1859, at \$400 per annum.

Leave Yorkville Tuesday and Friday at 7 a. m.; arrive at Charlotte by 5 p. m.

Leave Charlotte Wednesday and Saturday at 7 a. m.; arrive at Yorkville by 5 p. m.

ROUTE No. 5689.

From Yorkville to Spartanburgh C. H., 50½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Milo A. Harvey.....	\$300.
R. C. Poole.....	274. <i>Accepted April 25, 1859.</i>

Contract made with R. C. Poole, dated April 25, 1859, at \$274 per annum.

Leave Yorkville Friday at 5 a. m.; arrive at Spartanburgh C. H. by 8 p. m.

Leave Spartanburgh C. H. Thursday at 5 a. m.; arrive at Yorkville by 8 p. m.

ROUTE No. 5690.

From Yorkville to Shelby, 34 miles, and back, twice a week, with an additional trip from Yorkville to Shelby, 36 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jennings & Jenkins.....	\$567 50.
Joel Hopper.....	500 99.
Joseph Carroll.....	497 00.
Moore Martin.....	483 00. <i>Accepted April 25, 1859.</i>
J. W. Roberts.....	449 00.

Contract made with Moore Martin, dated April 25, 1859, at \$483 per annum.

Leave Yorkville Tuesday and Thursday at 6 a. m.; arrive at Shelby by 6 p. m.

Leave Shelby Monday and Wednesday at 6 a. m.; arrive at Yorkville by 6 p. m.

Schedule for additional trip.

Leave Yorkville Saturday at 6 a. m.; arrive at Shelby by 6 p. m.

Leave Shelby Friday at 6 a. m.; arrive at Yorkville by 6 p. m.

ROUTE No. 5691.

From Yorkville to Landsford, 31 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Kearney.....	\$350.
De Berry, McLeod & Ambrose..	312.
	498, twice a week.
J. R. Howe.....	200. <i>Accepted April 25, 1859.</i>

Contract made with J. R. Howe, dated April 25, 1859, at \$200 per annum.
 Leave Yorkville Friday at 6 a. m.; arrive at Landsford by 6 p. m.
 Leave Landsford Saturday at 6 a. m.; arrive at Yorkville by 6 p. m.

ROUTE No 5692.

From Yorkville to South Point, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
De Berry, McLeod & Ambrose...	\$168.
J. H. P. McKenzie.....	149, schedule changed. <i>Accepted April 25, 1859.</i>

Contract made with J. H. P. McKenzie, dated April 25, 1859, at \$149 per annum.
 Leave Yorkville Friday at 6 a. m.; arrive at South Point by 12 m.
 Leave South Point Friday at 1 p. m.; arrive at Yorkville by 7 p. m.

ROUTE No. 5693.

From Yorkville to Bethany, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
De Berry, McLeod & Ambrose ..	\$138.
John W. Gardner.....	104.
A. P. Campbell.....	75.
Eli W. Falls.....	75.
J. R. Hume.....	70, changed schedule.
Joel M. Carter.....	70.
(Not let.)	

ROUTE No. 5694.

From Cherokee Iron Works to Draytonsville, 14 miles, and back, once a week.

Bidder's name.	Sum per annum.
W. W. Gaffney.....	\$125.
(Not let.)	

ROUTE No. 5695.

From Limestone Springs to Columbus, N. C., 44 miles, and back, once a week.

Bidder's name.	Sum per annum.
R. C. Poole.....	\$249.
(Not let.)	

ROUTE No. 5696.

From Limestone Springs to Rutherfordton, N. C., 35½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Guilford Eares.....	\$199.
R. C. Poole.....	249.
B. Washburn.....	148. <i>Accepted April 25, 1859.</i>

Contract made with B. Washburn, dated April 25, 1859, at \$148 per annum.
 Leave Limestone Springs Friday at 7 a. m.; arrive at Rutherfordton by 7 p. m.
 Leave Rutherfordton Thursday at 7 a. m.; arrive at Limestone Springs by 7 p. m.

ROUTE No. 5697.

From Littleton to Brown's, 11 miles, and back, once a week.

Bidder's name.	Sum per annum.
W. R. Gilbert.....	\$100. <i>Accepted April 25, 1859, service to be reduced to once a week and pay to \$50 per annum.</i>

Contract made with W. R. Gilbert, dated April 25, 1859, at \$50 per annum.
 Leave Littleton Friday at 5 p. m.; arrive at Brown's by 8 p. m.
 Leave Brown's Friday at 1 p. m.; arrive at Littleton by 4 p. m.

ROUTE No. 5698.

From Alston to Spartanburgh C. H., 70 miles, and back, six times a week.

Service performed six times a week by the Spartanburgh and Union Railroad Company, at \$3,500 per annum.

ROUTE No. 5699.

From Alston to Monticello, 9 miles, and back, twice a week.

Bidder's name.	Sum per annum.
E. A. James	\$200. <i>Accepted April 25, 1859, service to be reduced to once a week and pay to \$100 per annum.</i>
(After time.)	
Elizabeth Burley	165.

Accepted bidder declining, contract made with Elizabeth Burley for once a week service, dated June 22, 1859, at \$100 per annum.

Leave Alston Friday at 1 p. m.; arrive at Monticello by 4 p. m.

Leave Monticello Friday at 9 a. m.; arrive at Alston by 12 m.

ROUTE No. 5700.

From Unionville to Spartanburgh C. H., 30½ miles, and back, six times a week.

Bidder's name.	Sum per annum.
Ward & Harvey	\$515, four-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with Ward & Harvey, dated April 25, 1859, at \$515 per annum.

Leave Unionville daily except Sunday at 3 p. m.; arrive at Spartanburgh C. H. by 11 p. m.

Leave Spartanburgh C. H. daily except Sunday at 8 p. m.; arrive at Unionville next days by 6 a. m.

ROUTE No. 5701.

From Unionville to Limestone Springs, 29½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
John Brown	\$498.
Stuckey & Rogers	498.
John L. Young	400, two-horse hack.
	285. <i>Accepted April 25, 1859 ; service to be reduced to once a week, and pay to \$143 per annum.</i>
	250, commence at Jonesville.
Berry Cleary	398.
	349, commence at Jonesville.
R. C. Poole	350.
	250, commence at Jonesville.

Contract made with John L. Young, dated April 25, 1859, at \$143 per annum.

Leave Unionville Saturday at 8 a. m.; arrive at Limestone Springs by 3 p. m.

Leave Limestone Springs Friday at 8 a. m.; arrive at Unionville by 3 p. m.

ROUTE No. 5702.

From Unionville to Gowdeysville, 19 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers	\$288.
John Brown	208.
L. K. Fowler	175. <i>Accepted April 25, 1859 ; service to be reduced to once a week, and pay to \$88 per annum.</i>

Contract made with L. K. Fowler, dated April 25, 1859, at \$88 per annum.

Leave Unionville Saturday at ½ p. m.; arrive at Gowdeysville by 6 p. m.

Leave Gowdeysville Saturday at 6 a. m.; arrive at Unionville by 11½ a. m.

ROUTE No. 5703.

From Unionville to Woodruff's, 31 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$364.
Wm. N. Woffard.....	225.
Elias Johnson.....	197.
Wm. H. Willis.....	165. <i>Accepted April 25, 1859.</i>

Contract made with Wm. H. Willis, dated April 25, 1859, at \$165 per annum.

Leave Unionville Saturday at 5 a. m.; arrive at Woodruff's by 4 p. m.

Leave Woodruff's Friday at 12 m.; arrive at Unionville by 9 p. m.

ROUTE No. 5704.

From Jonesville to Spartansburg, C. H., 19 miles and back, once a week.

Bids invited to commence at Unionville and run by Fair Forest, West's Spring, and Glenn Springs, omitting Jonesville and Batesville.

Bidders' names.	Sum per annum.
M. A. Henry	\$99. <i>Accepted April 25, 1859.</i>
R. C. Poole	225, commence at Unionville.
	100.

Contract made with M. A. Henry, dated April 25, 1859, at \$99 per annum.

Leave Jonesville Monday at 12 m.; arrive at Spartanburgh C. H. by 6 p. m.

Leave Spartanburgh C. H. Monday at 5 a. m.; arrive at Jonesville by 11 a. m.

ROUTE No. 5705.

From Spartanburgh C. H. to Rutherfordton, N. C., 36 miles, and back, three times a week. Bids for more frequent trips invited.

Bidders' names.	Sum per annum.
Sullivan & Gudger.....	\$1,600, two-horse coach, six times a week.
R. C. Poole.....	600, 000 .
Guilford Eaves.....	495.
B. Washburn	419. <i>Accepted April 25, 1859.</i>

Contract made with B. Washburn, dated April 25, 1859, at \$419 per annum.

Leave Spartanburgh C. H. Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Rutherfordton by 9 p. m.

Leave Rutherfordton Monday, Wednesday, and Friday, at 3 a. m.; arrive at Spartanburgh C. H. by 1 p. m.

ROUTE No. 5706.

From Spartanburgh C. H. to Greenville C. H., 30 miles, and back, three times a week. Bids for three additional trips per week invited; also proposals to embrace Sparta.

Bidders' names.	Sum per annum.
Ward & Halvey	\$848, stages.
P. S. Lester.....	800.
	1,200, two-horse hack.
Jordan P. Pool	775, six times a week.
Samuel J. Greer.....	730.
R. C. Poole.....	575.
	1,000, six times a week, and 50 additional to supply Sparta.
Philip Rutledge	600.
	1,000, six times a week.
John C. Coan	500.
(Not let.)	

ROUTE No. 5707.

From Spartanburgh C. H. to Hendersonville, N. C., 58½ miles, and back, once a week. Bids invited for more frequent trips, in shorter time, by a more direct route, with suitable side supplies to omitted offices.

Bidders' names.	Sum per annum.
Sullivan & Gudger	\$2, 900, six times a week, four-horse coach, <i>via</i> Howard's Gap, direct to Spartanburgh C. H., 40 miles, supplying all omitted offices.
Young & Duncan	1, 185, two-horse coach, three times a week, direct to Hendersonville, <i>via</i> Columbus, &c., 48 miles.
Gawen & Livingston	600.
	1, 600, two-horse coach, three times a week, direct road side supply, once a week.
John McFarland	300, as formerly carried.
R. C. Poole	298.
M. A. Harvey	274. <i>Accepted April 25, 1859.</i>
(<i>After time.</i>)	
Young & Duncan	2, 283, four-horse coach, three times a week, <i>via</i> Columbia, &c.
	3, 950, three times a week, four-horse coach.

Contract made with M. A. Harvey, dated April 25, 1859, at \$274 per annum.

Leave Spartanburgh C. H. Thursday at 7 a. m.; arrive at Hendersonville next day by 12 m.

Leave Hendersonville Friday at 1 p. m.; arrive at Spartanburgh C. H. next day by 8 p. m.

ROUTE No. 5708.

From Spartanburgh C. H. to Fingersville, 20 miles, and back, twice a week.

Bidders' names.	Sum per annum.
M. A. Harvey	\$200.
John C. Coan	200.
R. C. Poole	199. <i>Accepted April 25, 1859, service to be reduced to once a week, and pay to \$100 per annum.</i>

Contract made with R. C. Poole, dated April 25, 1859, at \$100 per annum.

Leave Spartanburgh C. H. Monday and Thursday at 5 a. m.; arrive at Fingersville by 12 m.

Leave Fingersville Monday and Thursday at 1 p. m.; arrive at Spartanburgh C. H. by 8 p. m.

ROUTE No. 5709.

From Spartanburgh C. H. to Laurens C. H., 43 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. C. Poole	\$245.
M. A. Harvey	240.
Wm. H. Willis	185.
B. G. Johnson	169, embracing Crowsville. <i>Accepted April 25, 1859.</i>

Contract made with B. G. Johnson, dated April 25, 1859, at \$169 per annum.

Leave Spartanburgh C. H. Thursday at 3 p. m.; arrive at Laurens C. H. next day by 8 p. m.

Leave Laurens C. H. Saturday at 6 a. m.; arrive at Spartanburgh C. H. next day by 11 a. m.

ROUTE No. 5710.

From Hope Station to Goshen Hill, 23 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers	\$498.
A. R. Aughtrey	475. <i>Accepted April 25, 1859; service to be reduced to once a week and pay to \$238 per annum.</i>

Contract made with A. R. Aughtrey, dated April 25, 1859, at \$238 per annum.

Leave Hope Station Wednesday and Saturday at 11½ a. m. ; arrive at Goshen Hill by 6 p. m.

Leave Goshen Hill Tuesday and Friday at 6 a. m. ; arrive at Hope Station by 1 p. m.

ROUTE No. 5711.

From Newberry C. H. to Laurens C. H., 42 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Laurens Railroad Company.....	\$1,500.

Service performed daily, except Sunday, by the Laurens Railroad Company, at \$1,500 per annum.

ROUTE No. 5712.

From Newberry C. H. to Edgefield C. H., 42 miles, and back, twice a week.

Bidders' names..	Sum per annum.
Stuckey & Rodgers.....	\$718.
Clinton Ward.....	550. <i>Accepted April 25, 1859 ; service to be reduced to once a week, and pay to \$275 per annum.</i>

Contract made with Clinton Ward, dated April 25, 1859, at \$275 per annum.

Leave Newberry C. H. Tuesday at 5 a. m. ; arrive at Edgefield C. H. by 8 p. m.

Leave Edgefield C. H. Wednesday at 5 a. m. ; arrive at Newberry C. H. by 8 p. m.

ROUTE No. 5713.

From Newberry C. H. to Unionville, 40½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
Clinton Ward.....	\$550.
Stuckey & Rogers.....	538.
William Eller.....	475. <i>Accepted April 25, 1859.</i>

Contract made with William Eller, dated April 25, 1859, at \$475 per annum.

Leave Newberry C. H. Tuesday and Saturday at 5 a. m. ; arrive at Unionville by 7 p. m.

Leave Unionville Monday and Friday at 5 a. m. ; arrive at Newberry C. H. by 7 p. m.

ROUTE No. 5714.

From Newberry C. H. to Lotts, 37½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$364.
R. M. Holsonbake.....	215. <i>Accepted April 25, 1859.</i>
Clinton Ward.....	215.

Contract made with R. M. Holsonbake, dated April 25, 1859, at \$215, per annum.

Leave Newberry C. H. Friday at 7 a. m. ; arrive at Lotts by 7 p. m.

Leave Lotts Saturday at 7 a. m. ; arrive at Newberry C. H. by 7 p. m.

ROUTE No. 5715.

From Newberry C. H. to Cross Anchor, 33½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$298.
Dr. D. L. Davis.....	233.
Seaborn Dillard.....	194. <i>Accepted April 25, 1859.</i>

Contract made with Seaborn Dillard, dated April 25, 1859, at \$194 per annum.

Leave Newberry C. H. Saturday at 6 a. m. ; arrive at Cross Anchor by 4 p. m.

Leave Cross Anchor Friday at 6 a. m. ; arrive at Newberry C. H. by 4 p. m.

ROUTE No. 5716.

From Newberry C. H. to Glymphville, 22 miles, and back, once a week.

Bidder's name.	Sum per annum.
Stuckey & Rogers.....	\$174. <i>Accepted April 25, 1859.</i>

Contract made with Stuckey & Rogers, dated April 25, 1859, at \$174 per annum.

Leave Newberry C. H. Wednesday at 7 a. m.; arrive at Glymphville by 12 m.

Leave Glymphville Wednesday at 1 p. m.; arrive at Newberry C. H. by 7 p. m.

ROUTE No. 5717.

From Martin's Depot to Martin's Depot, equal to 17½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$168. <i>Accepted April 25, 1859.</i>
William East	150, informal, no guarantors.

Contract made with Stuckey & Rogers, dated April 25, 1859, at \$168 per annum.

Leave Martin's Depot Saturday at 7 a. m.; arrive at Martin's Depot by 7 p. m.

ROUTE No. 5718.

From Laurens C. H. to Glenn Springs, 29½ miles, and back, three times a week. Bids to extend to Spartanburgh C. H. invited.

Bidders' names.	Sum per annum.
D. H. Sheldon.....	\$800.
J. A. Wood	749, horse or buggy.
Dr. D. L. Davis	720.
R. C. Poole	575.
	720, extend to Spartanburgh C. H.
J. W. Wofford.....	500, schedule changed.
M. A. Harvey	500, extend to Spartanburgh C. H. for \$700.
James M. Walker.....	450.
John W. Otts	425, schedule changed.
Perry West.....	424.
Benjamin F. Pettitt.....	398. <i>Accepted April 25, 1859.</i>

Contract made with Benjamin F. Pettitt, dated April 25, 1859, at \$398 per annum.

Leave Laurens C. H. Monday, Wednesday, and Friday, at 8 a. m.; arrive at Glenn Springs by 5 p. m.

Leave Glenn Springs Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Laurens C. H. by 5 p. m.

ROUTE No. 5719.

From Laurens C. H. to Greenville C. H., 34½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
A. W. McNeely.....	\$350.
James Henderson.....	495.
Stuckey & Rogers.....	487.
Bramblet & Fowler.....	449.
Thomas J. Darnall.....	399.
Reuben Bramblett	275. <i>Accepted April 25, 1859.</i>

Contract made with Reuben Bramblett, dated April 25, 1859, at \$275 per annum.

Leave Laurens C. H. Wednesday and Saturday at 8 a. m.; arrive at Greenville C. H. by 6 p. m.

Leave Greenville C. H. Tuesday and Friday at 8 a. m.; arrive at Laurens C. H. by 6 p. m.

ROUTE No. 5720.

From Laurens C. H. to Spartanburgh C. H., 39 miles, and back, once a week.

Bidder's names.	Sum per annum.
Stuckey & Rogers.....	\$364.
R. C. Poole.....	245. <i>Accepted April 25, 1859.</i>
Milo A. Harvey.....	250.

Contract made with R. C. Poole, dated April 25, 1859, at \$245 per annum.
 Leave Laurens C. H. Saturday at 6 a. m.; arrive at Spartanburgh C. H. by 8 p. m.
 Leave Spartanburgh C. H. Friday at 4 a. m.; arrive at Laurens C. H. by 6 p. m.

ROUTE No. 5721.

From Laurens C. H. to Laurens C. H., equal to 23½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Soloman Cochran.....	\$289.
Stuckey & Rogers.....	248.
J. M. Culbertson.....	188. <i>Accepted April 25, 1859.</i>

Contract made with J. M. Culbertson, dated April 25, 1859, at \$188 per annum.
 Leave Laurens C. H. Friday at 12 m.; arrive at Laurens C. H. next day by 12 m.

ROUTE No. 5722.

From Cross Anchor to Woodruff's, 14 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$144.
Jackson Wright.....	124, schedule changed.
Jackson Roberts.....	124.
Dr. D. L. Davis.....	123.
Seaborn Dillard.....	70. <i>Accepted April 25, 1859.</i>

Contract made with Seaborn Dillard, dated April 25, 1859, at \$70 per annum.
 Leave Cross Anchor Saturday at 7 a. m.; arrive at Woodruff's by 12 m.
 Leave Woodruff's Saturday at 1 p. m.; arrive at Cross Anchor by 6 p. m.

ROUTE No. 5723.

From Fountain Inn, by Dublin, Cripple Creek, &c., &c., to Fountain Inn, equal to 22 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Bramblet & Fowler.....	\$189.
J. M. Powers.....	173.
M. M. Jones.....	160.
William Gilbert.....	147.
Newton Bramblett.....	145. <i>Accepted April 25, 1859.</i>

Contract made with Newton Bramblett, dated April 25, 1859, at \$145 per annum.
 Leave Fountain Inn Wednesday and Saturday at 6 a. m.; arrive at Fountain Inn next day by 9 a. m.

ROUTE No. 5724.

From Chappell's Bridge to Cross Hill, 13 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Marshall Starns.....	\$203 93.
Archibald Adams.....	149 00.
	234 00, three times a week.
William E. Burnside.....	140 00.
John J. McGowan.....	138 20, or three times a week at <i>pro rata</i> .
John A. Cooper.....	125 00.
Aaron Wells.....	119 00.
Milton Cox.....	109 00. <i>Accepted April 25, 1859.</i>

Contract made with Milton Cox, dated April 25, 1859, at \$109 per annum.

Leave Chappell's Bridge Wednesday and Saturday at 12 m.; arrive at Cross Hill by 4 p. m.

Leave Cross Hill Wednesday and Saturday at 7 a. m.; arrive at Chappell's Bridge by 11 a. m.

ROUTE No. 5725.

From Ninety-Six to Laurens C. H., 26 miles, and back, twice a week.

Bidders' names.	Sum per annum.
W. B. Merriwether.....	\$425.
Marshall Starns	375.
Thomas J. Darnall.....	352. <i>Accepted April 25, 1859. Service reduced to once a week, and pay to \$176 per annum.</i>

Contract made with Thomas J. Darnall, dated April 25, 1859, at \$176 per annum.

Leave Ninety-Six Saturday at 8 a. m.; arrive at Laurens C. H. by 6 p. m.

Leave Laurens C. H. Friday at 8 a. m.; arrive at Ninety-Six by 6 p. m.

ROUTE No. 5726.

From Ninety-Six to Richardsonville, 21 miles, and back, once a week.

Bidders' names.	Sum per annum.
W. B. Merriwether.....	\$184 00.
Marshall Starns.....	162 75. <i>Accepted April 25, 1859.</i>

Contract made with Marshall Starns, dated April 25, 1859, at \$162 75 per annum.

Leave Ninety-Six Friday at 5 a. m.; arrive at Richardsonville by 12 m.

Leave Richardsonville Friday at 1 p. m.; arrive at Ninety-Six by 8 p. m.

ROUTE No. 5727.

From Hodges to Calhoun, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Holmes.....	\$200.
James M. Vandiver.....	145. <i>Accepted April 25, 1859.</i>

Contract made with James M. Vandiver, dated April 25, 1859, at \$145 per annum.

Leave Hodges Saturday at 7 a. m.; arrive at Calhoun by 4 p. m.

Leave Calhoun Friday at 7 a. m.; arrive at Hodges by 4 p. m.

ROUTE No. 5728.

From Due West Corner to Donaldsville, 4 miles, and back, six times a week.

Bidder's name.	Sum per annum.
John E. Ellis.....	\$165. <i>Accepted April 25, 1859.</i>

Contract made with John E. Ellis, dated April 25, 1859, at \$165 per annum.

Leave Due West Corner daily, except Sunday, at 3 p. m.; arrive at Donaldsville by 4 p. m.

Leave Donaldsville daily, except Sunday, at 5 p. m.; arrive at Due West Corner by 6 p. m.

ROUTE No. 5729.

From Rocky Ridge to Belton, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas M. Brown.....	\$88.
Luke Haynie.....	65. <i>Accepted April 25, 1859.</i>

Contract made with Luke Haynie, dated April 25, 1859, at \$65 per annum.

Leave Rocky Ridge Thursday at 7 a. m.; arrive at Belton by 11 a. m.

Leave Belton Thursday at 3 p. m.; arrive at Rocky Ridge by 7 p. m.

ROUTE No. 5730.

From Williamston to Williamston, equal to 26½ miles, and back, once a week.

Bidders' names.	Sum per annum.	
B. F. Crymes	\$235 00.	<i>Accepted April 25, 1859.</i>
William L. Rogers.....	387 50.	

Contract made with B. F. Crymes, dated April 25, 1859, at \$235 per annum.

Leave Williamston Friday at 6½ p. m.; arrive at Williamston next day by 7½ p. m.

ROUTE No. 5731.

From Williamston to Greenville C. H., 20 miles, and back, once a week.

Bidders' names.	Sum per annum.	
B. F. Crymes.....	\$104.	
William Holmes.....	100.	<i>Accepted April 25, 1859.</i>
William L. Rogers.....	124.	
John R. McNeely.....	100.	

Contract made with William Holmes, dated April 25, 1859, at \$100 per annum.

Leave Williamston Saturday at 6 a. m.; arrive at Greenville C. H. by 12 m.

Leave Greenville C. H. Saturday at 1 p. m.; arrive at Williamston by 7 p. m.

ROUTE No. 5732.

From Greenville C. H. to Ashville, N. C., 62 miles, and back, three times a week. Bids for more frequent trips invited.

Bidders' names.	Sum per annum.	
Valentine Ripley	\$1,650, four-horse coach.	
	3,250, six times a week.	
Philip Rutledge	1,349, four-horse coach.	<i>Accepted April 25, 1859.</i>
Wm. P. Blair, (after time)	2,400, three times a week, four-horse coach.	
	3,400, six times a week, four-horse coach.	

Contract made with Philip Rutledge, dated April 25, 1859, at \$1,349 per annum.

Leave Greenville C. H. Monday, Wednesday, and Friday, at 4 a. m.; arrive at Ashville by 9 p. m.

Leave Ashville Tuesday, Thursday, and Saturday, at 4 a. m.; arrive at Greenville C. H. by 9 p. m.

ROUTE No. 5733.

From Greenville C. H. to Spartanburg C. H., 38 miles, and back, twice a week. Bids for once a week service, and to omit Crawfordsville, invited.

Bidders' names.	Sum per annum.	
Philip S. Rutledge.....	\$500.	
R. C. Poole.....	450.	
	240, once a week, omit Crawfordsville.	
M. A. Harvey	400.	
John T. Gossett	350.	
	325, commence and end at Spartanburg.	
J. C. Coan.....	300.	<i>Accepted April 25, 1859.</i>
	150, once a week.	

Contract made with J. C. Coan, dated April 25, 1859, at \$300 per annum.

Leave Greenville C. H. Wednesday and Saturday at 5 a. m.; arrive at Spartanburg C. H. by 1 p. m.

Leave Spartanburg C. H. Tuesday and Friday at 9 a. m.; arrive at Greenville C. H. by 5 p. m.

ROUTE No. 5734.

From Greenville C. H. to Woodruff's, and back, by Enoree to Greenville C. H., equal to 28½ miles, and back, twice a week. Bids to commence at Buena Vista, omitting Greenville C. H., invited.

Bidders' names.	Sum per annum.
P. C. Lester	\$490.
	300, omit Greenville.
J. W. Wood	480.
	289.
Wm. Greer.....	449.
B. Cooper.....	388.
	288, from Woodruff's to Greenville, &c.
T. C. Austin	311. <i>Accepted April 25, 1859</i> ; service to be reduced to once a week, and pay to \$156 per annum.
Jackson Roberts.....	299, commence at Woodruff's, and omit Cashville.
J. M. Fowler.....	249, between Buena Vista and Gilder.
B. Cooper	188, commence at Buena Vista, and omit Greenville.

Contract made with T. C. Austin, dated April 25, 1859, at \$156 per annum.

Leave Greenville C. H. Monday and Thursday at 8 p. m.; arrive at Woodruff's next day by 12 m.

Leave Woodruff's Tuesday and Friday at 5 p. m.; arrive at Greenville C. H. next day by 9 a. m.

ROUTE No. 5735.

From Greenville C. H. to Highland Grove, 21 miles, and back, once a week.

Bidders' names.	Sum per annum.
L. D. McMakin	\$104.
James Odam.....	74. <i>Accepted April 25, 1859.</i>

Contract made with James Odam, dated April 25, 1859, at \$74 per annum.

Leave Greenville C. H. Saturday at 1 p. m.; arrive at Highland Grove by 7 p. m.

Leave Highland Grove Saturday at 5 a. m.; arrive at Greenville C. H. by 11 a. m.

ROUTE No. 5736.

From Greenville C. H. to Pickensville, 14 miles, and back, once a week.

Bidders' names.	Sum per annum.
John T. Gossett	\$100.
J. R. Trotter.....	99. <i>Accepted April 25, 1859.</i>

Contract made with J. A. Trotter, dated April 25, 1859, at \$99 per annum.

Leave Greenville C. H. Friday at 1 p. m.; arrive at Pickensville by 6 p. m.

Leave Pickensville Friday at 6 a. m.; arrive at Greenville C. H. by 11 a. m.

ROUTE No. 5737.

From Cashville to Pleasant Grove, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas Wood	\$100.
	100.
J. M. Fowler.....	99.
	49. <i>Accepted April 25, 1859.</i>
Samuel J. Greer.....	79.
	79.

Contract made with J. M. Fowler, dated April 25, 1859, at \$49 per annum.

Leave Cashville Saturday at 7 a. m.; arrive at Pleasant Grove by 11 a. m.

Leave Pleasant Grove Saturday at 11½ a. m.; arrive at Cashville by 3½ p. m.

ROUTE No. 5738.

From Pickensville, by Fowler's Creek, Dacusville, &c., &c., to Pickensville, equal to 20 miles, and back, once a week.

Bidder's name.	Sum per annum.
B. J. Williams	\$100.

Contract made with B. J. Williams, dated April 25, 1859, at \$100 per annum.
Leave Pickensville Monday at 6 a. m.; arrive at Pickensville by 6 p. m.

ROUTE No. 5739.

From Anderson C. H. to Tunnel Hill, 47½ miles, and back, six times a week to Poindexter, and three times a week the residue.

Bidders' names.	Sum per annum.
C. C. McKinney	\$2,400, two-horse coach.
Charles Thompson	1,600, two-horse coach.
	1,300, buggy to Pendleton. <i>Accepted April 25, 1859.</i>
John M. Partlow	1,500, two-horse vehicle.

Contract made with Charles Thompson, dated April 25, 1859, at \$1,300 per annum.
Leave Anderson C. H. daily, except Sunday, at 5 a. m.; arrive at Pendleton by 8½ a. m.
Leave Pendleton Monday, Wednesday, and Friday, at 9 a. m.; arrive at Tunnel Hill by 7 p. m.
Leave Tunnel Hill Tuesday, Thursday, and Saturday, at 4 a. m.; arrive at Pendleton by 2 p. m.
Leave Pendleton daily, except Sunday, at 2½ p. m.; arrive at Anderson C. H. by 6 p. m.

ROUTE No. 5740.

From Anderson C. H. to Carnesville, Ga., 41 miles, and back, once a week.

Bidders' names	Sum per annum.
Marcus W. Poor	\$249 00.
John M. Partlow	200 00.
Charles Barrett	200 00.
Henry Garrison	210 00.
Tapley Anderson	187 50.
Wm. H. Boulman	174 50. <i>Accepted April 25, 1859.</i>

Contract made with Wm. H. Boulman, dated April 25, 1859, at \$175 per annum.
Leave Anderson C. H. Thursday at 6 a. m.; arrive at Carnesville by 8 p. m.
Leave Carnesville Friday at 7 a. m.; arrive at Anderson C. H. by 8 p. m.

ROUTE No. 5741.

From Anderson C. H. to Bachelor's Retreat, 40¾ miles, and back, once a week.

Bidders' names.	Sum per annum.
Littleton Edge	\$250.
Charles Barrett	215.
William Holmes	200.
James A. Doyle	190. <i>Accepted April 25, 1859.</i>

Contract made with James A. Doyle, dated April 25, 1859, at \$190 per annum.
Leave Anderson C. H. Thursday at 5 a. m.; arrive at Walton's Ford by 7 p. m.
Leave Walton's Ford Friday at 5 a. m.; arrive at Anderson C. H. by 7 p. m.

ROUTE No. 5742.

From Anderson C. H. to Ruckersville, Georgia, 37½ miles, and back, once a week.

Bidders' names.	Sum per annum.
H. B. & J. L. Arnold	\$230.
Charles Barrett	215.
Henry Garrison	200.
John M. Partlow	200.
Wm. Holmes	200. <i>Accepted April 25, 1859.</i>

Contract made with William Holmes, dated April 25, 1859, at \$200 per annum.

Leave Anderson C. H. Friday, at 7 a. m.; arrive at Ruckersville by 7 p. m.

Leave Ruckersville Saturday at 7 a. m.; arrive at Anderson C. H. by 7 p. m.

ROUTE No. 5743.

From Anderson C. H. to Abbeville, 31 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. F. Hutchins	\$245.
H. B. & J. L. Arnold	225.
William Holmes	200.
Henry Garrison	200.
John M. Partlow	150. <i>Accepted April 25, 1859.</i>

Contract made with John M. Partlow, dated April 25, 1859, at \$150 per annum.

Leave Anderson C. H. Wednesday at 6 a. m.; arrive at Abbeville by 7 p. m.

Leave Abbeville Thursday at 6 a. m.; arrive at Anderson C. H. by 7 p. m.

ROUTE No. 5744.

From Anderson C. H. to Line Creek, 29 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Holmes	\$175.
John M. Partlow	150. <i>Accepted April 25, 1859.</i>

Contract made with John M. Partlow, dated April 25, 1859, at \$150 per annum.

Leave Anderson C. H. Wednesday at 2 p. m.; arrive at Line Creek next day by 12 m.

Leave Line Creek Thursday at 2 p. m.; arrive at Anderson C. H. next day by 8 p. m.

ROUTE No. 5745.

From Anderson C. H., by Buchanan, Piercetown, &c., to Anderson C. H., equal to 19 miles, and back, once a week.

Bidders' names.	Sum per annum.
John M. Partlow	\$100.
Samuel F. McConnell	95.
William Holmes	90. <i>Accepted April 25, 1859.</i>

Contract made with Wm. Holmes, dated April 25, 1859, at \$90 per annum.

Leave Anderson C. H. Thursday at 6 a. m.; arrive at Anderson C. H. by 8 p. m.

ROUTE No. 5746.

From Pendleton to Carnesville, Georgia, 37 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John C. Addison	\$595.
William Holmes	400. <i>Accepted April 25, 1859.</i>

Contract made with William Holmes, dated April 25, 1859, at \$400 per annum.

Leave Pendleton Tuesday and Friday at 7 a. m.; arrive at Carnesville by 6 p. m.

Leave Carnesville Wednesday and Saturday at 6 a. m.; arrive at Pendleton by 5 p. m.

ROUTE No. 5747.

From Pendleton to Double Branches, 8 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. Holmes	\$100 00.
Mrs. Massey Sward	98 00.
Jesse Martin	85 00.
Stephen Martin	84 50.
Thomas S. Robinson	84 00.
F. M. Glenn	65 00.
Samuel C. McWhorter	55 00. <i>Accepted April 25, 1859.</i>

Contract made with Samuel C. McWhorter, dated April 25, 1859, at \$55 per annum.
 Leave Pendleton Saturday at 12 m.; arrive at Double Branches by 3 p. m.
 Leave Double Branches Saturday at 8 a. m.; arrive at Pendleton by 11 a. m.

ROUTE No. 5748.

From Pickens C. H. to Greenville C. H., and back by Arnold's Mills to Pickens C. H., 58 miles, and back, once a week.

Bidders' names.	Sum per annum.
H. H. Gibson.....	\$497.
John T. Gossett	375.
	300, commence at Greenville C. H.
Thomas S. Roe	368.
G. A. Taylor.....	347.
Charles Neal.....	319.
Charles Thompson.....	318.
William Rankins	249.
Daniel Hughes	249. <i>Accepted April 25, 1859.</i>

Contract made with Daniel Hughes, dated April 25, 1859, at \$249 per annum.
 Leave Pickens C. H. Saturday at 7 a. m.; arrive at Greenville C. H., next day by 2 p. m.
 Leave Greenville C. H. Monday at 7 a. m.; arrive at Pickens C. H. next day by 12 m.

ROUTE No. 5749.

From Pickens C. H. to Pickens C. H., equal to 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Whitmire.....	\$275 00.
Jasper Craine	274 75.
Miles Moss	259 00.
John R. Cannon	249 00.
Daniel Hughes.....	249 00. <i>Accepted April 25, 1859.</i>

Contract made with Daniel Hughes, dated April 25, 1859, at \$249 per annum.
 Leave Pickens C. H. Saturday at 7 a. m.; arrive at Pickens C. H. next day by 9 p. m.

ROUTE No. 5750.

From Pickens C. H., by Crow Creek, Nine Times, &c., to Pickens C. H., equal to 26 miles, and back, once a week.

Bidders' names.	Sum per annum.
H. A. H. Gibson, sr.....	\$187.
G. A. Taylor.....	173.
D. B. Measley.....	169.
Thomas J. Nix.....	169.
Thomas S. Roe.....	165. <i>Accepted April 25, 1859.</i>

Contract made with Thomas S. Roe, dated April 25, 1859, at \$165 per annum.
 Leave Pickens C. H. Saturday at 7 a. m.; arrive at Pickens C. H. next day by 10 a. m.

ROUTE No. 5751.

From Pickens C. H. to Pickens C. H., equal to 24 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Holmes.....	\$175.
H. H. A. Gibson, sr.....	171.
John R. Cannon.....	95. <i>Accepted April 25, 1859.</i>

Contract made with John R. Cannon, dated April 25, 1859, at \$95 per annum.
 Leave Pickens C. H. Saturday at 6 a. m.; arrive at Pickens C. H. next day by 10 a. m.

ROUTE No. 5752.

From Pickens C. H. to Pickens C. H., equal to 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas S. Roe	\$139.
G. A. Taylor	123.
John Ross, jr.	122.
John M. Hunnicutt	110. <i>Accepted April 25, 1859.</i>

Contract made with John M. Hunnicutt, dated April 25, 1859, at \$110 per annum.

ROUTE No. 5753.

From Walhalla to Walton's Ford, Georgia, 20½ miles, and back, once a week.

Bidders' names.	Sum per annum.
John C. Early	\$399, commence at Walton's Ford, end at Dah-longa, Georgia.
Abram Anderson	300, commence at Walton's Ford, end at Dah-longa, Georgia.
Littleton Edge	145.
John Smith	145.
J. R. Hunnicutt	145.
Philip Chambers	140.
James A. Doyle	80. <i>Accepted April 25, 1859.</i>

Contract made with James A. Doyle, dated April 25, 1859, at \$80 per annum.

Leave Pickens C. H. Saturday at 6 a. m.; arrive at Pickens C. H. by 8 p. m.

ROUTE No. 5754.

From Tunnel Hill to Clayton, Georgia, 23 miles, and back, twice a week.

Bidders' names.	Sum per annum.
C. C. McKinney	\$299. <i>Accepted April 25, 1859.</i>
David B. Ledford, (after time) ..	550. (Received April 11.)

Contract made with C. C. McKinney, dated April 25, 1859, at \$299 per annum.

Leave Tunnel Hill Thursday and Saturday at 8 a. m.; arrive at Clayton by 4 p. m.

Leave Clayton Wednesday and Friday at 8 a. m.; arrive at Tunnel Hill by 4 p. m.

ROUTE No. 5755.

From Horse Shoe to Clayton, Georgia, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
Philip Chambers	\$140, schedule changed.
John Smith	140. <i>Accepted April 25, 1859.</i>

Contract made with John Smith, dated April 25, 1859, at \$140 per annum.

Leave Horse Shoe Saturday at 8 a. m.; arrive at Clayton by 6 p. m.

Leave Clayton Friday at 8 a. m.; arrive at Horse Shoe by 6 p. m.

ROUTE No. 5756.

From Abbeville to Elberton, Georgia, 48½ miles, and back, twice a week.

Bidder's name.	Sum per annum.
William Holmes	\$550. <i>Accepted April 25, 1859</i>

Contract made with William Holmes, dated April 25, 1859, at \$550 per annum.

Leave Abbeville Tuesday and Friday at 4 a. m.; arrive at Elberton by 10 p. m.

Leave Elberton Wednesday and Saturday at 4 a. m.; arrive at Abbeville by 10 p. m.

ROUTE No. 5757.

From Abbeville to Moffettsville, 28 miles, and back, once a week.

Bidder's name.	Sum per annum.
William Holmes.....	\$165. <i>Accepted April 25, 1859.</i>

Contract made with William Holmes, dated April 25, 1859, at \$165 per annum.
 Leave Abbeville Monday at 6 a. m.; arrive at Moffettsville by $\frac{1}{2}$ p. m.
 Leave Moffettsville Monday at 1 p. m.; arrive at Abbeville by 8 p. m.

ROUTE No. 5758.

From Abbeville to Smithville, 8 miles, and back, once a week.

Bidder's name.	Sum per annum.
Thomas W. Smith	\$92.
	133, twice a week.
(Not let.)	

ROUTE No. 5759.

From Millway to New Market, 14 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Allen Reagan.....	\$395.
Joseph R. Forbes	260. <i>Accepted April 25, 1859; service reduced to twice a week, and pay to \$175 per annum.</i>

Contract made with Joseph R. Forbes, dated April 25, 1859, at \$175 per annum
 Leave Millway Monday and Friday at 5 a. m.; arrive at New Market by 9 a. m.
 Leave New Market Monday and Friday at 3 p. m.; arrive at Millway by 7 p. m.

ROUTE No. 5760.

From Millway to Long Cane, 15 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Allen Reagan.....	\$325.
J. R. Forbes.....	148. <i>Accepted April 25, 1859; service reduced to twice a week, and pay to \$100 per annum.</i>

Contract made with J. R. Forbes, dated April 25, 1859, at \$100 per annum.
 Leave Millway Tuesday and Saturday at 7 a. m.; arrive at Long Cane by 11 $\frac{1}{2}$ a. m.
 Leave Long Cane Tuesday and Saturday at 12 m.; arrive at Millway by 5 p. m.

ROUTE No. 5761.

From Millway to Calhoun's Mills, 21 $\frac{1}{2}$ miles, and back, twice a week.

Bidder's name.	Sum per annum.
William C. Puckett.....	\$220. <i>Accepted April 25, 1859; service reduced to once a week, and pay to \$110 per annum.</i>

Contract made with William C. Puckett, dated April 25, 1859, at \$110 per annum.
 Leave Millway Friday at 6 a. m.; arrive at Calhoun's Mills by 12 m.
 Leave Calhoun's Mills Friday at 1 p. m.; arrive at Millway by 8 p. m.

ROUTE No. 5762.

From Phoenix to New Market, 9 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Hugh Porter.....	\$85. <i>Accepted April 25, 1859.</i>

Contract made with Hugh Porter, dated April 25, 1859, at \$85 per annum.
 Leave Phoenix Tuesday and Friday at 6 $\frac{1}{2}$ a. m.; arrive at New Market by 9 a. m.
 Leave New Market Tuesday and Friday at 2 $\frac{1}{2}$ p. m., arrive at Phoenix by 5 p. m.

ROUTE No. 5763.

From Edgefield C. H. to Shatterfield, 26 miles, and back, twice a week.

William T. West.....	\$650, 000.
	500.
Clinton Ward.....	360.
(Not let.)	

ROUTE No. 5764.

From Lexington C. H. to Prosperity, 36½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$368.
Jacob Shirey.....	194.
James W. T. Hayes.....	165. <i>Accepted April 25, 1859.</i>

Contract made with James W. T. Hayes, dated April 25, 1859, at \$165 per annum.

Leave Lexington C. H. Thursday at 3 p. m.; arrive at Prosperity next day by 1 p. m.

Leave Prosperity Friday at 2 p. m.; arrive at Lexington C. H. next day by 1 p. m.

ROUTE No. 5765.

From Lexington C. H. to Mount Willing, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
David Holzman.....	\$312.
Stuckey & Rogers.....	298.
R. M. Holsonbake.....	215.
Jacob Shirey.....	196.
B. J. & A. D. J. Hayes.....	194. <i>Accepted April 25, 1859.</i>

Contract made with B. J. & A. D. J. Hayes, dated April 25, 1859, at \$194 per annum.

Leave Lexington C. H. Thursday at 9½ a. m.; arrive at Mount Willing by 8 p. m.

Leave Mount Willing Friday at 7 a. m.; arrive at Lexington C. H. by 6 p. m.

ROUTE No. 5766.

From Lexington C. H. to Calk's Ferry, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$268.
Jesse Swigart.....	170.
Emanuel Hendrix.....	170.
Hezekiah Dreher.....	155. <i>Accepted April 25, 1859.</i>

Contract made with Hezekiah Dreher, dated April 25, 1859, at \$155 per annum.

Leave Lexington C. H. Saturday at 9½ a. m.; arrive at Calk's Ferry by 5 p. m.

Leave Calk's Ferry Friday at 9 a. m.; arrive at Lexington C. H. by 5 p. m.

ROUTE No. 5767.

From Lexington to Rish's Store, 29 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$288.
B. J. & A. D. J. Hayes.....	165, buggy. <i>Accepted April 25, 1859.</i>

Contract made with B. J. & A. D. J. Hayes, dated April 25, 1859, at \$165 per annum.

Leave Lexington C. H. Friday at 6 a. m.; arrive at Rish's Store by 4 p. m.

Leave Rish's Store Saturday at 6 a. m.; arrive at Lexington C. H. by 4 p. m.

ROUTE No. 5768.

From Sawyer's Mills to Bull Swamp, 30 miles, and back, once a week.

Bidder's name.	Sum per annum.
John E. Jones	\$248.
John M. Jecoat	240, end at Knotts.
William Nelson	210.
William G. Mack	200.
Willis Burner, jr	198, schedule reversed.
John C. Douglass	167. <i>Accepted April 25, 1859.</i>
Francis Thraikhill	250, schedule changed.

Contract made with John C. Douglass, dated April 25, 1859, at \$167 per annum.

Leave Sawyer's Mills Tuesday at 8 a. m.; arrive at Bull Swamp by 6 p. m.

Leave Bull Swamp Monday at 8 a. m.; arrive at Sawyer's Mills by 6 p. m.

ROUTE No. 5769.

From Kitching's Mills to Rish's Store, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
H. D. Ott	\$220.
Thomas Fulmore	150.
E. S. Kirkland	100.
Robert Parvin	98. <i>Accepted April 25, 1859.</i>

Contract made with Robert Parvin, dated April 25, 1859, at \$98 per annum.

Leave Kitching's Mills Saturday at 7 a. m.; arrive at Rish's Store by 12 m.

Leave Rish's Store Saturday at 1 p. m.; arrive at Kitching's Mills by 6 p. m.

ROUTE No. 5770.

From Steedman's to Rish's Store, 7 miles, and back, once a week.

Bidders' names.	Sum per annum.
Elisha Gantt	\$46.
Elisha Gunter	42. <i>Accepted April 25, 1859.</i>

Contract made with Elisha Gunter, dated April 25, 1859, at \$42 per annum.

Leave Steedman's Friday at 2 p. m.; arrive at Rish's Store by 4 p. m.

Leave Rish's Store Friday at 5 p. m.; arrive at Steedman's by 7 p. m.

ROUTE No. 5771.

From Rish's Store to Orangeburg C. H., 32 miles, and back, once a week.

Bidders' names.	Sum per annum.
William G. Mack	\$350.
Elisha Gantt	299.
Jacob Leaird	230. <i>Accepted April 25, 1859.</i>

Contract made with Jacob Leaird, dated April 25, 1859, at \$230 per annum.

Leave Rish's Store Friday at 5 p. m.; arrive at Orangeburg C. H. next day by 12 m.

Leave Orangeburg C. H. Thursday at 3 p. m.; arrive at Rish's Store next day by 3 p. m.

ROUTE No. 5772.

From Bull Swamp to F. M. Bates's, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jacob Mack	\$100.
John C. Douglass	64.
Jacob Mack	60.

(Not let.)

ROUTE No. 5773, (see 5631.)

From Ashepoo Ferry to Grahamville, 49 miles, and back, three times a week.

Bidder's name.	Sum per annum.
Blount & Simpson.....	\$2,588. <i>Accepted April 25, 1859.</i>

Contract made with Blount & Simpson, dated April 25, 1859, at \$2,588 per annum.

Leave Ashepoo Ferry Tuesday, Thursday, and Saturday, at 9½ a. m.; arrive at Gillisonville Wednesday, Friday, and Monday, by 12 m.; arrive at Grahamville same days by 2 p. m.

Leave Grahamville Monday, Wednesday, and Friday, at 7 a. m.; arrive at Ashepoo Ferry next days by 10½ a. m.

ROUTE No. 5774, (see 5635.)

From Charleston and Savannah Railroad to Adam's Run, 4 miles, and back, three times a week.

Contract made with David Sauls, dated April 25, 1859, at \$200 per annum.

Leave Charleston and Savannah Railroad Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Adam's Run by 10 a. m.

Leave Adam's Run Tuesday, Thursday, and Saturday, at 6½ a. m.; arrive at Charleston and Savannah Railroad by 8 a. m.

GEORGIA.

ROUTE No. 6001.

From Savannah to Macon, 192 miles, and back, daily.

Bidder's name.	Sum per annum.
Central Railroad and Banking Co	\$45,000, or 33,600, once daily.

Contract made with the Central Railroad and Banking Co., dated July 27, 1859, at \$33,600 per annum.

ROUTE No. 6002.

From Savannah to Zero, 72½ miles, and back, daily.

Bidder's name.	Sum per annum.
Savannah, Albany and Gulf Railroad Co	\$9,750, end at Yankeetown, 25 miles beyond Zero, or \$100 per mile. (Received April 12, 1859.)

Service performed daily by the Savannah, Albany, and Gulf Railroad Co., at \$3,625 per annum.

ROUTE No. 6003.

From Savannah to Pilatka, Fla., 332 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Claghorn & Cunningham	\$25,000, omit Darien and Middleburg. 15,000, three times a week to Fernandina, and once a week residue, omitting Darien and Middle- burg, and omitting Fredericka on Wednes- day's trip. 15,000, twice a week, omit Darlen and Middleburg. <i>Accepted April 25, 1859.</i>

Contract made with Claghorn & Cunningham, dated April 25, 1859, at \$15,000 per annum.

Leave Savannah Monday, Wednesday, and Friday at 9 a. m.; arrive at Fernandina next days by 8 a. m.

Leave Fernandina Tuesday, Thursday, and Saturday at 9 a. m.; arrive at Jacksonville by 2 p. m.

Leave Jacksonville Tuesday, Thursday, and Saturday at 3 p. m.; arrive at Pilatka by 11 p. m.

Leave Pilatka Tuesday, Thursday, and Saturday at 12 night; arrive at Jacksonville Wednesday, Friday, and Monday by 8 a. m.

Leave Jacksonville Wednesday, Friday, and Monday at 9 a. m.; arrive at Fernandina by 4 p. m.

Leave Fernandina Wednesday, Friday, and Monday at 5 p. m.; arrive at Savannah next days by 12 night.

ROUTE No. 6004.

From Savannah to Philadelphia, 800 miles, and back, once a week.

Bidder's name.	Sum per annum.
Philadelphia and Savannah Steam Navigation Co.	\$40 per round trip.
(Not let.)	

ROUTE No. 6005.

From Savannah to New York, 800 miles, and back, once a week in steamers.

(No bidders; not let.)

ROUTE No. 6006.

From New York to New Orleans, — miles, and back.

(No bidders; not let.)

ROUTE No. 6007.

From Guyton to Springfield, 6 miles, and back, twice a week.

Bidders' names.	Sum per annum.
L. T. Elkins.	\$90, buggy, schedule changed ; no guarantors.
James R. Ralin.	96, one-horse buggy. <i>Accepted April 25, 1859.</i>
Harris Heidt.	100, buggy; no guarantor.

Contract made with James R. Ralin, dated April 25, 1859, at \$96 per annum.

Leave Guyton Tuesday and Friday at 7½ a. m.; arrive at Springfield by 9 a. m.

Leave Springfield Tuesday and Friday at 4½ p. m.; arrive at Guyton by 6 p. m.

ROUTE No. 6008.

From Halcyondale to Mill Haven, 37 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Philip G. McCall.	\$749, one-horse sulky.
Enoch D. Lloyd.	680.
Edmund B. Gross.	594, sulky ; no certificate.
John N. Swift.	592, 592 . <i>Accepted April 25, 1859.</i>

Contract made with John N. Swift, dated April 25, 1859, at \$592 per annum.

Leave Halcyondale Tuesday and Friday at 6 a. m.; arrive at Mill Haven by 6 p. m.

Leave Mill Haven Wednesday and Saturday at 6 a. m.; arrive at Halcyondale by 6 p. m.

ROUTE No. 6009.

From Halcyondale to Reidsville, 61 miles, and back, once a week.

Bidders' names.	Sum per annum.
John A. Rogers.	\$700.
A. P. McRae.	595.
John N. Swift.	568, 568 .
William T. Moseley.	529.
T. Nevill.	225, buggy end at Bengal. <i>Accepted April 25, 1859.</i>

Contract made with T. Nevill, dated April 25, 1859, at \$225 per annum.
 Leave Halcyondale Friday at 3½ p. m.; arrive at Bengal next day by 10 a. m.
 Leave Bengal Friday at 6 a. m.; arrive at Halcyondale by 3 p. m.

ROUTE No. 6010.

From Millin to Augusta, 54 miles, and back, daily.

Service performed daily by Augusta and Savannah Railroad Co., at \$9,450 per annum.

ROUTE No. 6011.

From Mobley Pond to Waynesboro', 33 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John N. Swift.....	\$518.
Joseph A. Shumake.....	500, one-horse sulky. <i>Accepted April 25, 1859.</i>
	600, three times a week.
L. M. Royal, (after time)	699. (Received April 5, 1859.)

Contract made with Joseph A. Shumake, dated April 25, 1859, at \$500 per annum.
 Leave Mobley Pond Monday and Thursday at 7 a. m.; arrive at Waynesboro' by 5 p. m.
 Leave Waynesboro' Tuesday and Friday at 7 a. m.; arrive at Mobley Pond by 5 p. m.

ROUTE No. 6012.

From Herndon to Swainsboro', 20 miles, and back, once a week.

Bidder's name.	Sum per annum.
Thomas M. Lewis.....	\$150, 000. <i>Accepted April 25, 1859.</i>

Contract made with Thomas M. Lewis, dated April 25, 1859, at \$150 per annum.
 Leave Herndon Friday at 7 a. m.; arrive at Swainsboro' by 12 m.
 Leave Swainsboro' Friday at 2 p. m.; arrive at Herndon by 7 p. m.

ROUTE No. 6013.

From Swainsboro' to Ochoopee, 16 miles, and back, once a week.

Bidder's name.	Sum per annum.
Thomas M. Lewis.....	\$100, 000.

(Not let.)

ROUTE No. 6014.

From Speir's Turnout to Louisville, 10 miles, and back, three times a week.

Bidders' names.	Sum per annum.
J. F. Speir.....	\$500.
	500, two-horse hack.
J. R. Wells.....	275. <i>Accepted April 25, 1859.</i>

Contract made with J. R. Wells, dated April 25, 1859, at \$275 per annum.
 Leave Speir's Turnout Tuesday, Thursday, and Saturday at 3 p. m.; arrive at Louisville by 7 p. m.
 Leave Louisville Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Speir's Turnout by 11 a. m.

ROUTE No. 6015.

From Speir's Turnout to Battle Ground, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
James T. Fortner.....	\$90.
James M. Albritton.....	80.
John Harris, sr.....	60.

(Not let.)

ROUTE No. 6016.

From Davisboro' to Fenn's Bridge, 5 miles, and back, twice a week.

Contract made with James A. Mulling, dated June 18, 1859, at \$75 per annum.

Leave Davisboro' Wednesday and Saturday at 4 p. m. ; arrive at Fenn's Bridge by 6 p. m.

Leave Fenn's Bridge Wednesday and Saturday at 1½ p. m. ; arrive at Davisboro' by 3 p. m.

ROUTE No. 6017.

From Curry's Mill to Davisboro', 14 miles, and back, once a week.

Bidders' names.	Sum per annum.
William E. Wiggins.....	\$90. No guaranty.
Reuben V. B. May.....	95.
Thomas Downs, (after time)....	90.

(Not let.)

ROUTE No. 6018.

From Tennille to Sandersville, 3 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Reuben Mayo.....	\$200.
J. B. Kelly.....	150, two-horse hack. <i>Accepted April 25, 1859.</i>

Contract made with J. B. Kelly, dated April 25, 1859, at \$150 per annum.

Leave Tennille daily, except Sunday, at 1½ p. m. ; arrive at Sandersville by 2½ p. m.

Leave Sandersville daily, except Sunday, at 12 m. ; arrive at Tennille by 1 p. m.

ROUTE No. 6019.

From Tennille to Dublin, 30 miles, and back, twice a week.

Bidders' names.	Sum per annum.
J. B. Kelly.....	\$600, buggy.
Reuben Mayo.....	500. <i>Accepted April 25, 1859.</i>

Contract made with Reuben Mayo, dated April 25, 1859, at \$500 per annum.

Leave Tennille Monday and Friday at 10½ a. m. ; arrive at Dublin by 7½ p. m.

Leave Dublin Tuesday and Saturday at 9 a. m. ; arrive at Tennille by 6 p. m.

ROUTE No. 6020.

From Toombsboro' to Laurens Hill, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Lord.....	\$225.
Stephen Sutton.....	199. <i>Accepted April 25, 1859.</i>

Contract made with Stephen Sutton, dated April 25, 1859, at \$199 per annum.

Leave Toombsboro' Thursday at 10 a. m. ; arrive at Laurens Hill by 8 p. m.

Leave Laurens Hill Friday at 7 a. m. ; arrive at Toombsboro' by 5 p. m.

ROUTE No. 6021.

From Dublin to Little York, 32 miles, and back, once a week.

Bidders' names.	Sum per annum.
Malcomb Gillis.....	\$300.
David Gillis.....	252.

(Not let.)

ROUTE No. 6022.

From Little York to Boxville, 22 miles, and back, once a week.

Bidder's name.	Sum per annum.
Alexander McQuaig.....	\$250.

(Not let.)

ROUTE No. 6023.

From Seward to Battle Ground, 70 miles, and back, once a week.

Bidders' names.	Sum per annum.
Charles McCrimmon.....	\$798.
John McLeod.....	650.
William Colston.....	500, 000.
S. M. Fortner.....	470.
Robert Sumner.....	439.
(After time.)	
Peter McBryde.....	950. (Received April 8, 1859.)
John McLeod.....	425, 000. (Received April 8, 1859.)
(Not let.)	

ROUTE No. 6024.

From Boxville to Sugar Creek, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. C. Clements.....	\$450.
Alexander T. Dopson.....	250, schedule reversed.
Daniel McMillin.....	225, schedule changed.
Farquhard W. McRae.....	196, schedule changed.
(Not let)	

ROUTE No. 6025.

From Sugar Creek to Jacksonville, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
Alexander T. Dopson.....	\$128.
Farquhard W. McRae.....	110.
(Not let.)	

ROUTE No. 6026.

From Mount Vernon to Sugar Creek, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Daniel McMillan	\$240.
D. F. McCrimmon.....	235.
F. W. McRae.....	219. Accepted April 25, 1859.

Contract made with F. W. McRae, dated April 25, 1859, at \$219 per annum.

Leave Mount Vernon Sunday at 6½ p. m.; arrive at Sugar Creek next day by 3 p. m.

Leave Sugar Creek Monday at 4 p. m.; arrive at Mount Vernon next day by 1 p. m.

ROUTE No. 6027.

From Mount Vernon to Reidsville, 34 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. P. McRae.....	\$350.
E. W. Moseley.....	299.
Charles McCrimmon	275.
A. T. McLeod	272.
John A. Rogers.....	249. Accepted April 25, 1859.

Contract made with John A. Rogers, dated April 25, 1859, at \$249 per annum.

Leave Mount Vernon Friday at 4 p. m.; arrive at Reidsville next day by 4 p. m.

Leave Reidsville Sunday at 6 a. m.; arrive at Mount Vernon by 6 p. m.

ROUTE No. 6028.

From Reidsville to Middleton's Store, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
John A. Rogers.....	\$250.
W. N. Moseley.....	249.
A. P. McRae.....	325.
	200. <i>Accepted April 25, 1859.</i>

Contract made with A. P. McRae, dated April 25, 1859, at \$200 per annum.
 Leave Reidsville Saturday at 1 p. m.; arrive at Middleton's Store by 7 p. m.
 Leave Middleton's Store Saturday at 6 a. m.; arrive at Reidsville by 12 m.

ROUTE No. 6029.

From Reidsville to Hinesville, 42 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Brazell.....	\$700, twice a week.
	350.
John A. Rogers.....	600, twice a week.
A. P. McRae.....	595, twice a week.
William N. Moseley.....	499.
A. P. McRae.....	345. <i>Accepted April 25, 1859.</i>

Contract made with A. P. McRae, dated April 25, 1859, at \$345 per annum.
 Leave Reidsville Monday at 6 a. m.; arrive at Hinesville by 8 p. m.
 Leave Hinesville Tuesday at 6 a. m.; arrive at Reidsville by 8 p. m.

ROUTE No. 6030.

From McIntosh to Darien, 37 miles, and back, three times a week from October 1 to June 1, and twice a week the residue of the year.

Bidders' names.	Sum per annum.
F. R. Lyons.....	\$3,000, ⁰⁰⁰ , six times a week.
H. L. Hart.....	2,200, three times a week all the year, ⁰⁰⁰ .
S. N. Varnedoe.....	2,100.
	3,000, three times a week.
	4,400, six times a week.
H. L. Hart.....	1,950, ⁰⁰⁰ .
F. R. Lyons.....	1,800, three times a week, four-horse coach the whole year.
	1,600, four-horse coach.
F. K. Wright.....	1,550, ⁰⁰⁰ .
F. R. Lyons.....	1,500, three times a week all the year, ⁰⁰⁰ . <i>Accepted April 25, 1859.</i>

Contract made with F. R. Lyons, dated April 25, 1859, at \$1,500 per annum.
 Leave McIntosh Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Darien by 9 p. m.
 Leave Darien Monday, Wednesday, and Friday at 4.20 a. m.; arrive at McIntosh by 0.20 p. m.

ROUTE No. 6031.

From McIntosh to Hinesville, 5 miles, and back, twice a week.

Bidders' names.	Sum per annum.
S. A. Frazer.....	\$150.
John N. Fennell.....	95.
John E. Youcks.....	85. <i>Accepted April 25, 1859.</i>

Contract made with John E. Youcks, dated April 25, 1859, at \$85 per annum.
 Leave McIntosh Monday and Thursday at 2 p. m.; arrive at Hinesville by 4 p. m.
 Leave Hinesville Tuesday and Friday at 8 a. m.; arrive at McIntosh by 10 a. m.

ROUTE No. 6032.

From Doctortown to Waynesville, 33 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Henry A. Cannon.....	\$2,400, ⁰⁰⁰ .
Caleb Pendarvis.....	2,390, two-horse stage.
James M. Harris.....	2,050.
James A. Strickland.....	1,900, two-horse hack.
D. C. Curry.....	1,800, two-horse hack.
Arnetti & Owens.....	1,600.
J. A. Hill.....	1,500, two-horse coach.
James A. Highsmith.....	1,400, one-horse vehicle.
J. A. Swift.....	770, ⁰⁰⁰ .

(Not let.)

ROUTE No. 6033.

From Doctor Town to Holmesville, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
Henry J. Smith.....	\$800 00, twice a week, buggy. ⁰⁰⁰ .
Martin Deen.....	750 00, twice a week.
Charles C. Joyner.....	530 00, twice a week, horse and buggy.
Henry A. Cannon.....	500 00.
	1,000 00, twice a week.
Alexander T. Dopson.....	400 00, buggy.
	780 00, twice a week.
John Comas.....	400 00, one-horse buggy.
Allen P. Surrency.....	395 00, schedule reversed.
Henry J. Smith.....	395 00, buggy.
Martin Deen.....	375 00, schedule reversed.
Caleb Pendarvis.....	349 00.
James M. Harris.....	330 00, ⁰⁰⁰ .
William George.....	298 75.
John W. Hatcher.....	284 00.
A. Grantham.....	275 00.
Charles C. Joyner.....	240 00, horse or buggy. <i>Accepted April 25, 1859.</i>

Contract made with Charles C. Joyner, dated April 25, 1859, at \$240 per annum.

Leave Doctor Town Thursday at 7 a. m.; arrive at Holmesville by 5 p. m.

Leave Holmesville Friday at 7 a. m.; arrive at Doctor Town by 5 p. m.

ROUTE No. 6034.

From Doctor Town to Bennettsville, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
Henry A. Cannon.....	\$400.
Caleb Pendarvis.....	189.
John W. Hatcher.....	96.
Simeon S. Brown.....	85.
	78, commence at Zero.

(Not let.)

ROUTE No. 6035.

From Zero to Waresboro', 35 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Daniel Lott.....	\$3,900, two-horse hack.
Austin Smith.....	1,300.
Wright, Griffin & Mott.....	1,250, ⁰⁰⁰ .
Hill & Merrill.....	1,200, four-horse coach.
Hill & Russell.....	1,000, four-horse coach.

(Not let.)

ROUTE No. 6036.

From Blackshear to Strickland's, 5 miles, and back, once a week.

H. Ex. Doc. 86—15

Bidders' names.	Sum per annum.
Burwell Sweat	\$98, end at Burwell, 15 miles.
James A. Harper	50, no certificate.
(Not let.)	

ROUTE No. 6037.

From Brunswick to Satilla, 30½ miles, and back, six times a week.

Bidder's name.	Sum per annum.
Brunswick and Florida R. R. Co.	Accustomed rates for carrying daily mails by railroad.

Service performed by Brunswick and Florida Railroad Company, six times a week, at \$1,500 per annum.

ROUTE No. 6038.

From Waynesville to Jeffersonton, 21 miles, and back, three times a week.

Bidders' names.	Sum per annum.
James Highsmith	\$1,100, one-horse rockaway.
Isaac Lang, sr.	*1,000.
Claborn Harwell	995.
John N. Swift	598. <i>Accepted April 25, 1859.</i>

Contract made with John N. Swift, dated April 25, 1859, at \$598 per annum.

Leave Waynesville Tuesday, Thursday, and Saturday, at 5 a. m.; arrive at Jeffersonton by 12 m.

Leave Jeffersonton Monday, Wednesday, and Friday, at 12 m.; arrive at Waynesville by 7 p. m.

ROUTE No. 6039.

From Satilla to Thomasville, 184 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Joshua Griffin	\$9,500.
Wright, Griffin & Mott	9,200, ⁰⁰⁰ , six times a week.
Hill & Merrill	6,400, four-horse coach.
Hill & Russell	6,000, four-hors coach.
Wright, Griffin & Mott	4,600, ⁰⁰⁰ .
Lucius Glynn	4,500, four-horse coach.
	4,000, ⁰⁰⁰ . <i>Accepted April 25, 1859.</i>
Harris & Stone	13,400, two-horse coach.

Contract made with Lucius Glynn, dated April 25, 1859, at \$4,000 per annum.

Leave Satilla Monday, Wednesday, and Friday, at 11 a. m.; arrive at Thomasville next days by 9 p. m.

Leave Thomasville Monday, Wednesday, and Friday, at 5 a. m.; arrive at Satilla next days by 3 p. m.

ROUTE No. 6040.

From St. Mary's to King's Ferry, 24 miles, and back, twice a week.

Bidders' names.	Sum per annum.
A. D. Casey	\$450.
Isham Peeples	399. <i>Accepted April 25, 1859.</i>

Contract made with Isham Peeples, dated April 25, 1859, at \$399 per annum.

Leave St. Mary's Tuesday and Saturday at 12 m.; arrive at King's Ferry by 8 p. m.

Leave King's Ferry Tuesday and Saturday at 3 a. m.; arrive at St. Mary's by 11 a. m.

ROUTE No. 6041.

From Waresboro' to Irwinsville, 70 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jasper Spirey	\$987 00.
Daniel Lott	890 00, embrace office in 6043 ; schedule proposed.
Hill & Merrill	900 00.
Jacob Young	750 00.
Samuel J. Ansley	744 00.
Alexander T. Dopson	700 00.
A. J. Prescott	700 00.
David Davidson	598 50, schedule proposed.
Daniel E. Knowles	595 00, schedule proposed.
Thomas Lott	590 00, schedule proposed.
S. B. Lamb	587 25.
Austin Smith	585 00.
Joshua Griffin	550 00.

(Not let.)

ROUTE No. 6042.

From Waresboro' to Trader's Hill, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
John E. Bryant	\$570 00.
Joshua Griffin	425 00.
A. J. Prescott	400 00.
David Davidson	396 50.
Daniel E. Knowles	380 00.
S. B. Lamb	374 00.
John Brooks	312 00.

(Not let.)

ROUTE No. 6043.

From Waresboro' to Feronia, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. J. Prescott	\$490 00.
Alexander T. Dopson	448 00.
James K. Hillard	445 00.
Joshua Griffin	425 00.
Austin Smith	400 00.
David Davidson	395 50.
Daniel C. Knowles	395 00, schedule changed.
S. B. Lamb	389 00.
Thomas Lott	387 00.

(Not let)

ROUTE No. 6044.

From Waresboro' to Burrell, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
David Davidson	\$109 50, schedule changed.
Burwell Sweat	98 00.
Daniel Lott	97 00, schedule changed.

(Not let.)

ROUTE No. 6045.

From Holmesville to Ocmulgee ville, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
Alexander T. Dopson	\$400.
Henry J. Smith	395.
Justance Cook	375.
Martin Deen	375.
Elijah Pickren	295.

(Not let.)

ROUTE No. 6046.

From Holmesville to Hall, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
Justance Cook	\$240.
Martin Deen	150.
	125, commence at Cook's Store.
(Not let.)	

ROUTE No. 6047.

From Perry's Mills to Johnston's Station, 42 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Sheldon P. Smith	\$1,194, ***.
Alexander T. Dopson	950, buggy or sulky.
	1,300, hack.
John N. Swift	880, ***.
Hendley F. Howe	800, buggy. <i>Accepted April 25, 1859.</i>

Contract made with Hendley F. Howe, dated April 25, 1859, at \$809 per annum.

Leave Perry's Mills Monday and Thursday at 6 a. m.; arrive at Johnston's Station next days by 12 m.

Leave Johnston's Station Tuesday and Friday at 1 p. m.; arrive at Perry's Mills next days by 6 p. m.

ROUTE No. 6048.

From Jacksonville to Perry's Mills, 40 miles, and back, twice a week.

Bidders' names.	Sum per annum.
H. W. Niles	\$1,200.
Alexander T. Dopson	950, sulky or buggy. <i>Accepted April 25, 1859.</i>
	1,300, two-horse hack.

Contract made with Alexander T. Dopson, dated April 25, 1859, at \$950 per annum.

Leave Jacksonville Tuesday and Friday at 1 p. m.; arrive at Perry's Mills next days by 6 p. m.

Leave Perry's Mills Monday and Thursday at 6 a. m.; arrive at Jacksonville next days by 12 m.

ROUTE No. 6049.

From Jacksonville to Magnolia, 73 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert W. Dopson	\$600.
John L. Morgan	590.
James S. Minchen	590.
R. L. Ratliff	500, ***. <i>Accepted April 25, 1859.</i>

Contract made with R. L. Ratliff, dated April 25, 1859, at \$500 per annum.

Leave Jacksonville Monday at 6 a. m.; arrive at Magnolia next day by 6 p. m.

Leave Magnolia Wednesday at 6 a. m.; arrive at Jacksonville next day by 6 p. m.

ROUTE No. 6050.

From Jacksonville to Ocmulgeeville, 20 miles, and back, once a week

Bidders' names.	Sum per annum.
John Pickren	\$150.
R. L. Ratliff	150, ***.
Alexander T. Dopson	148. <i>Accepted April 25, 1859.</i>

Contract made with Alexander T. Dopson, dated April 25, 1859, at \$148 per annum.

Leave Jacksonville Saturday at 6 a. m.; arrive at Ocmulgee by 12 m.

Leave Ocmulgee Saturday at 1 p. m.; arrive at Jacksonville by 7 p. m.

ROUTE No. 6051.

From Macon to Columbus, 102 miles, and back, daily.

Bidder's name.	Sum per annum.
Southwestern Railroad Co.-----	\$24,225; or 17,850, for one daily service.

Contract made with the Southwestern and Muscogee Railroad Company, dated July 27, 1859, at \$17,850 per annum.

Leave Macon daily at 9.30 a. m.; arrive at Columbus by 4.15 p. m.

Leave Columbus daily at 3.15 p. m.; arrive at Macon by 9.45 p. m.

ROUTE No. 6052.

From Macon to Atlanta, 102 miles, and back, daily.

Service performed daily by the Macon and Western Railroad Company, at \$10,200 per annum.

ROUTE No. 6053.

From Macon to Longstreet, 46 miles, and back, twice a week.

Bidders' names.	Sum per annum.
T. M. Mason-----	\$1,800.
Ebenezer A. Dozier-----	1,117.
Harris & Stone-----	945, buggy.
John N. Swift-----	868.
James T. Evans-----	599. <i>Accepted April 25, 1859.</i>

Contract made with James T. Evans, dated April 25, 1859, at \$599 per annum.

Leave Macon Wednesday and Saturday at 7 a. m.; arrive at Longstreet Thursday and Monday by 11 a. m.

Leave Longstreet Monday and Thursday at 12 m.; arrive at Macon next days by 6 p. m.

ROUTE No. 6054.

From Fort Valley to Albany, 79½ miles, and back, daily, with a branch from Renwick to Dawson, 16 miles, and back, daily.

Bidder's name.	Sum per annum.
Southwestern Railroad Co.-----	\$9,525, branch to extend beyond Dawson.

Contract made with the Southwestern Railroad Co., dated July 27, 1859, at \$7,143 75 per annum.

Leave Fort Valley daily at 1.30 a. m.; arrive at Albany by 6.40 a. m.

Leave Albany daily at 3 p. m.; arrive at Fort Valley by 7.40 p. m.

Leave Renwick daily at 5.20 a. m.; arrive at Dawson by 6.30 a. m.

Leave Dawson daily at 1.50 p. m.; arrive at Renwick by 2.42 p. m.

ROUTE No. 6055.

From Fort Valley to Hawkinsville, 34 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Evans & Spain-----	\$2,400, hacks.
W. C. Rosseau-----	2,100.
James S. Leith-----	2,000, two-horse hack.
Hoze & Bateman-----	1,994, four-horse coach.
Harris & Stone-----	1,870, two-horse hack.
T. N. Mason-----	1,800, two-horse coach.

Bidders' names.	Sum per annum.
Louis L. Moore.....	1, 650, two-horse coach.
William McAfee.....	1, 600, ⁰⁰⁰ .
Hoze & Bateman	1, 490, four-horse coach to Perry, and two-horse hack residue. <i>Accepted April 25, 1859.</i>

Contract made with J. H. Hoze & D. B. Bateman, dated April 25, 1859, at \$1, 490 per annum.

Leave Fort Valley daily, except Sunday, at 1.40 a. m.; arrive at Hawkinsville by 9 a. m.

Leave Hawkinsville daily, except Sunday at 10 a. m.; arrive at Fort Valley by 6 p. m.

ROUTE No. 6056.

From Fort Valley to Knoxville, 15 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Evans & Spain.....	\$1, 192, two-horse hack.
Robert C. Cobb.....	1, 190, buggy.
W. C. Rosseau.....	1, 150.
T. N. Mason.....	1, 000, two-horse hack.
Harris & Stone.....	969, buggy.
J. E. Torrence.....	900.
E. A. Dozier	900, ⁰⁰⁰ , or two-horse coach.
Leroy H. Thurman.....	900, ⁰⁰⁰ ,
William McAfee.....	800, buggy. <i>Accepted April 25, 1859.</i>

Contract made with William McAfee, dated April 25, 1859, at \$800 per annum.

Leave Fort Valley daily, except Sunday, at 1 p. m.; arrive at Knoxville by 5 p. m.

Leave Knoxville daily, except Sunday, at 7 a. m.; arrive at Fort Valley by 12 m.

ROUTE No. 6057.

From Columbus to Cuthbert, 59 miles, and back, three times a week.

Bidders' names.	Sum per annum.
R. J. & D. H. Hill	\$3, 300.
Burke & Kirksey	2, 690, ⁰⁰⁰ .
M. J. Harris & C. Stone	1, 969, two-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with M. J. Harris & C. Stone, dated April 25, 1859, at \$1, 969 per annum.

Leave Columbus Sunday, Tuesday, and Thursday, at 4 a. m.; arrive at Cuthbert by 7 p. m.

Leave Cuthbert Monday, Wednesday, and Friday, at 4 a. m.; arrive at Columbus by 7 p. m.

ROUTE No. 6058.

From Columbus to West Point, 38 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Thomas P. Renfro	\$696.
Henry Wood.....	650.
A. L. Robinson	591.
	569. <i>Accepted April 25, 1859.</i>

Contract made with A. L. Robinson, dated April 25, 1859, at \$569 per annum.

Leave Columbus Tuesday and Friday at 6 a. m.; arrive at West Point by 6 p. m.

Leave West Point Monday and Thursday at 6 a. m.; arrive at Columbus by 6 p. m.

ROUTE No. 6059.

From Columbus to Green Hill, 28 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Richard Adams.....	\$1, 160.
John Donnelly	1, 000, buggy.
A. Averett.....	999.
Nathaniel Cobb	1, 160.

Bidders' names.	Sum per annum.
Samuel Byers	\$989, hack or carriage.
Henry T. Woodall	900, horse or two-horse buggy or hack.
Frank Donnelly	800, buggy.
Thomas P. Renfro	649.
E. A. Dozier	569.
Abel L. Robinson	435.
John Donnelly, (after time)----	700, buggy. (Received April 9, 1859.)

(Not let.)

ROUTE No. 6060.

From Montezuma to Drayton, 35 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Count P. Flemming	\$989.
Thomas P. Renfro	945.
Harris & Stone	1,240, buggy.
Benjamin F. Fleming	895.
William G. B. Britt	800, one-horse buggy.
Lemuel C. Coppedge	799, buggy, if necessary.
	795, 000 .
Jacob Freeman	794.
John N. Swift	780, 000 .
R. L. Ratliff	700, 000 .
Samuel P. Bond	700, buggy.
John G. Smith	575, <i>Accepted April 25, 1859.</i>

Contract made with John G. Smith, dated April 25, 1859, at \$575 per annum.

Leave Montezuma Monday, Wednesday, and Friday, at 10 a. m.; arrive at Drayton by 9 p. m.

Leave Drayton Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Montezuma by 5 p. m.

ROUTE No. 6061.

From Millwood to Vienna, 12 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Lemuel C. Coppedge	\$200.
Jacob Freeman	149.
Martin Kindrick	149.
Count P. Flemming	149.
Wm. H. Davis	149.
L. C. Coppedge	145. <i>Accepted April 25, 1859, and reduce service to once a week and pay to \$73 per annum.</i>

Contract made with L. C. Coppedge, dated April 25, 1859, at \$73 per annum.

Leave Millwood Monday and Thursday at 8 a. m.; arrive at Vienna by 12 m.

Leave Vienna Monday and Thursday at 1 p. m.; arrive at Millwood by 5 p. m.

ROUTE No. 6062.

From Vienna to Albany, 49½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Frederick Story	\$445.
James M. C. Holaman	399.
Richard P. Porter	395. <i>Accepted April 25, 1859.</i>

Contract made with Richard P. Porter, dated April 25, 1859, at \$395 per annum.

Leave Vienna Sunday at 1 p. m.; arrive at Albany next day by 6 p. m.

Leave Albany Saturday at 8 a. m.; arrive at Vienna next day by 12 m.

ROUTE No. 6063.

From Vienna to Vineyard, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
Lemuel C. Coppedge	\$400.
Count P. Flemming	395.
F. K. Wright	394.
James M. Holaman	352, 000.
Thomas P. Renfro	345.
Lemuel C. Coppedge	345, 000.
Francis H. Chandler	300.
Richard P. Porter	300.

(Not let.)

ROUTE No. 6064.

From Oglethorpe to Buena Vista, 32 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Benjamin F. Flemming	\$1, 299.
Harris & Stone	1, 170, two-horse hack.
S. H. Clark	995.
William B. Jones	950, buggy.
Thomas P. Renfro	899. <i>Accepted April 25, 1859; and reduce service to twice a week and pay to \$600 per annum.</i>

(Accepted bidder declining, route not let.)

ROUTE No. 6065.

From Oglethorpe to Columbus, 74 miles, and back, once a week.

Bidders' names.	Sum per annum.
William B. Jones	\$950, two-horse coach.
Thomas P. Renfro	645.
John N. Swift	598, 000. <i>Accepted April 25, 1859.</i>

Contract made with John N. Swift, dated April 25, 1859, at \$598 per annum.

Leave Oglethorpe Monday at 8 a. m.; arrive at Columbus next day by 6 p. m.

Leave Columbus Wednesday at 7 a. m.; arrive at Oglethorpe next day by 6 p. m.

ROUTE No. 6066.

From Lanier to Oglethorpe, 7 miles, and back, three times a week.

Bidders' names.	Sum per annum.
George W. Law	\$200.
Benjamin F. Flemming	199.
William B. Jones	150. <i>Accepted April 25, 1859; and service reduced to twice a week and pay to \$100 per annum.</i>

Contract made with William B. Jones, dated April 25, 1859, at \$100 per annum.

Leave Lanier Tuesday and Saturday at 8 a. m.; arrive at Oglethorpe by 10 a. m.

Leave Oglethorpe Tuesday and Saturday at 11 a. m.; arrive at Lanier by 1 p. m.

ROUTE No. 6067.

From Pond Town to Holly Grove, 9 miles, and back, once a week.

Bidder's name.	Sum per annum.
A. J. Easom	\$125. <i>Accepted April 25, 1859.</i>

Contract made with A. J. Easom, dated April 25, 1859, at \$125 per annum.

Leave Pond Town Saturday at 8 a. m.; arrive at Holly Grove by 11 a. m.

Leave Holly Grove Saturday at 11½ a. m.; arrive at Pond Town by 3 p. m.

ROUTE No. 6068.

From Americus to Georgetown, 63 miles, and back, three times a week, to Lumpkin, and once a week the residue.

Bidders' names.	Sum per annum.
Burke & Kirksey.....	\$2,090, 000.
Harris & Stone.....	1,840, two-horse hack to Lumpkin; buggy residue.
Robert E. Cobb.....	1,390.
Theodosius Cook, sr.....	1,225.
Hawkins & Gresham.....	1,200, hack to Lumpkin; horse residue. <i>Accepted</i> <i>April 25, 1859.</i>
Theodosius Cook.....	1,200, buggy.
Thomas Thornton.....	200, commence at Lumpkin.

Contract made with Hawkins & Gresham, dated April 25, 1859, at \$1,200 per annum.
 Leave Americus Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Lumpkin by 6 p. m.
 Leave Lumpkin Monday, Wednesday, and Friday, at 4 a. m.; arrive at Americus by 3 p. m.
 Leave Lumpkin Saturday at 4½ a. m.; arrive at Georgetown by 12 m.
 Leave Georgetown Saturday at ½ p. m.; arrive at Lumpkin by 9 p. m.

ROUTE No. 6069.

From Americus to Danville, 18 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Hawkins & Gresham.....	\$300.
Robert E. Cobb.....	295. <i>Accepted April 25, 1859; and reduce service to</i> <i>once a week and pay to \$150 per annum.</i>

Contract made with Robert E. Cobb, dated April 25, 1859, at \$150 per annum.
 Leave Americus Tuesday and Friday at 7 a. m.; arrive at Danville by 12 m.
 Leave Danville Tuesday and Friday at 1 p. m.; arrive at Americus by 6 p. m.

ROUTE No. 6070.

From Americus to Friendship, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert E. Cobb.....	\$390.
Hawkins & Gresham.....	200.
Robert E. Cobb.....	195.

(Not let.)

ROUTE No. 6071.

From Lumpkin to Glennville, 26 miles, and back, once a week.

Bidders' names.	Sum per annum.
John L. McCall.....	\$400.
Thomas Thornton.....	300.

(Not let.)

ROUTE No. 6072.

From Plains of Dura to Bottsford, 13 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Alexander Chappell.....	\$200.
James Patton.....	198.
Gresham & Hawkins.....	196.
G. E. Clark.....	150. <i>Accepted April 25, 1859; and service reduced to</i> <i>once a week and pay to \$75 per annum.</i>

Contract made with G. E. Cook, dated April 25, 1859, at \$75 per annum.
 Leave Plains of Dura Saturday at 1 p. m.; arrive at Bottsford by 5 p. m.
 Leave Bottsford Saturday at 8 a. m.; arrive at Plains of Dura by 12 m.

ROUTE No 6073.

From Dawson to Fort Gaines, 42 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Gormley & Kirksey.....	\$3,000, two-horse coach.
Louis L. Moore.....	2,800, four-horse coach.
R. J. & D. H. Hill.....	2,500. <i>Accepted April 25, 1859.</i>

Contract made with R. J. & D. H. Hill, dated April 25, 1859, at \$2,500 per annum.

Leave Dawson daily, except Sunday, at 7 a. m.; arrive at Fort Gaines by 6 p. m.

Leave Fort Gaines daily, except Sunday, at 2 a. m.; arrive at Dawson by 1 p. m.

ROUTE No. 6074.

From Dawson to Chickasawhatchie, 9 miles, and back, once a week.

Bidder's name.	Sum per annum.
Andrew J. Kirksey.....	\$100. <i>Accepted April 25, 1859.</i>

Contract made with Andrew J. Kirksey, dated April 25, 1859, at \$100 per annum.

Leave Dawson Saturday at 9 a. m.; arrive at Chickasawhatchie by 12 m.

Leave Chickasawhatchie Saturday at 1 p. m.; arrive at Dawson by 4 p. m.

ROUTE No. 6075.

From Chenuba to Colquitt, 65 miles, and back, twice a week.

Bidders' names.	Sum per annum.
James E. Lee.....	\$1,500, three times a week, buggy or sulky.
Jamuel J. Dickinson.....	1,493, ⁰⁰⁰ .
James E. Lee.....	1,000, buggy or sulky.
Samuel J. Dickinson.....	990, one-horse buggy.
James E. Lee.....	973.
A. G. Gresham.....	925, buggy. <i>Accepted April 25, 1859.</i>

(After time.)

Jesse H. Griffith.....	500, once a week, commence at Morgan. (Received April 7, 1859.)
	1,000, buggy.
William E. Griffith.....	800, two-horse hack, three times a week, commence at Ward Depot. (Received April 7, 1859.)

Contract made with A. G. Gresham, dated April 25, 1859, at \$925 per annum.

Leave Chenuba Monday and Thursday at 6 a. m.; arrive at Colquitt next days by 12 m.

Leave Colquitt Tuesday and Friday at 1 p. m.; arrive at Chenuba next days by 6 p. m.

ROUTE No. 6076.

From Morgan to Blakely, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
John D. Dudley.....	\$3,000, two-horse coach.
William J. Howell.....	995.
	1,495, twice a week.
Gresham & Hawkins.....	300.
Joseph D. Reynolds.....	989.
Jordan Strickland.....	440.
	420, Albany to Blakely.
Bartlett Sims, (after time).....	700, buggy. (Received April 7, 1859.)
(Not let.)	

ROUTE No. 6077.

From Fort Gaines to Blakely, 20 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Fryer & Perry.....	\$2,000, six times a week, two-horse hack.
James B. Brown.....	1,875, two-horse hack.
	2,975, two-horse hack, six times a week.
Lewis G. Kirkland.....	1,800.
	2,500, two-horse hack, six times a week.
Patrick Gormley.....	1,600.
D. M. Roberts.....	1,500, extend <i>via</i> Suffolk to Bainbridge.
Jesse B. Moseley.....	1,500, Suffolk to Bainbridge.
R. J. & D. H. Hill.....	1,100.
Daniel M. Bruner.....	1,100, three times a week, two-horse hack.
	800, buggy.
John Surmons.....	800, buggy.
Daniel M. Bruner.....	800, two-horse hack.
	1,600, six times a week.
R. E. Cobb.....	745, buggy.
	1,190, six times a week.
Daniel M. Bruner.....	600, buggy.
	1,200, six times a week.
	600, buggy.
Jordan Strickland.....	490, buggy. <i>Accepted April 25, 1859.</i>

Contract made with Jordan Strickland, dated April 25, 1859, at \$490 per annum.

Leave Fort Gaines Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Blakely by 7 p. m.

Leave Blakely Tuesday, Thursday, and Saturday, at 5 a. m.; arrive at Fort Gaines by 11 a. m.

ROUTE No. 6078.

From Blakely to Bainbridge, 45 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Harrell & Wilson.....	\$2,500, two-horse hack, three times a week.
Benjamin H. Russell.....	2,000, two-horse hack, three times a week.
James B. Brown.....	2,175, two-horse hack.
	875, two-horse hack, one additional weekly trip.
Harrell & Wilson.....	1,800, two-horse coach.
Gormley & Kirksey.....	1,500, two-horse coach, six times a week.
A. H. McLaws.....	1,200, two-horse hack.
	1,600, two-horse hack, three times a week.
John Surmons.....	1,000, buggy.
Hawkins & Gresham.....	1,000, buggy.
	1,400, buggy, three times a week.
A. H. McLaws.....	1,000, 000 .
	1,200, 000 , three times a week.
James Williams.....	749. <i>Accepted April 25, 1859, and service reduced to once a week, and pay to \$375 per annum.</i>

Accepted bidder declining. Contract made subsequently with K. Strickland at same.
(Not let.)

ROUTE No. 6079.

From Blakely to Quincy, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jesse S. Sikes.....	\$2,990, two-horse coach, twice a week.
Lewis G. Kirkland.....	2,000.
John Surmons.....	1,200, buggy.
Thomas D. Wilson.....	800, one-horse conveyance.
	1,200.
A. H. McLaws.....	600, 000 .
	1,000, 000 , twice a week.
Hawkins & Gresham.....	600.

(Not let.)

ROUTE No. 6080.

From Colquitt to Newton, 34 miles, and back, once a week.

No bidders.

ROUTE No. 6081.

From Colquitt to Steam Mill, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Williams.....	\$375
	600, twice a week.
(Not let.)	

ROUTE No. 6082.

From Albany to Walker's Mill, 88 miles, and back, six times a week.

Bidders' names.	Sum per annum.
L. Glynn.....	\$4,600, 000.
Wright, Griffin & Mott.....	3,200, 000. <i>Accepted April 25, 1859.</i>

Contract made with Wright, Griffin & Mott, dated April 25, 1859, at \$3,200 per annum.

Leave Albany daily, except Sunday, at 7.30 a. m.; arrive at Thomasville by 9 p. m.

Leave Thomasville daily, except Sunday, at 10 p. m.; arrive at Walker's Mill next day by 6.30 a. m.

Leave Walker's Mill daily, except Sunday, at 6.30 p. m.; arrive at Thomasville by 12 night.

Leave Thomasville daily, except Sunday, at 1 a. m.; arrive at Albany by 2 p. m.

ROUTE No. 6083.

From Albany to Tallahassee, Florida, 105½ miles, and back, six times a week to Bainbridge, and three times a week the residue.

Bidders' names.	Sum per annum.
P. A. Stockton.....	\$8,400, 000, six times a week.
	7,000, 000, six times a week to Quincy, three times the residue, and three times <i>via</i> Attapulgas.
	6,830, 000, six times a week to Quincy, three times the residue, and three times <i>via</i> Attapulgas.
Wright, Griffith & Mott.....	6,500, 000.
	350, additional to run alternately on west side of river as far as Bainbridge.
P. A. Stockton.....	5,840, 000.
	5,830, 000, three times a week <i>via</i> Newton, and three times a week on other side of river.
	5,468, 000. <i>Accepted April 25, 1859.</i>

Contract made with P. A. Stockton, dated April 25, 1859, at \$5,468 per annum.

Leave Albany daily, except Sunday, at 7.30 a. m.; arrive at Bainbridge by 8 p. m.

Leave Bainbridge Monday, Wednesday, and Friday, at 9 p. m.; arrive at Tallahassee next days by 9.30 a. m.

Leave Tallahassee Monday, Wednesday, and Friday, at 12 m.; arrive at Bainbridge next day by 0.30 a. m.

Leave Bainbridge daily, except Sunday; at 1.30 a. m.; arrive at Albany by 2 p. m.

ROUTE No. 6084.

From Albany to Fort Gaines, 64 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jordan Strickland.....	\$390. <i>Accepted April 25, 1859.</i>
	420, buggy.
Jesse H. Griffin, (after time)---	500, buggy, commence at Morgan.

Contract made with Jordan Strickland, dated April 25, 1859, at \$390 per annum.

Leave Albany Friday at 8 a. m.; arrive at Pachitta by 8 p. m.
 Leave Pachitta Saturday at 5 a. m.; arrive at Fort Gaines by 12 m.
 Leave Fort Gaines Saturday at 1 p. m.; arrive at Pachitta by 8 a. m.
 Leave Pachitta Thursday at 8 a. m.; arrive at Albany by 8 p. m.

ROUTE No. 6085.

From Albany to Irwinsville, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
Henry Bradley	\$900.
Wilson A. Willis	600.
Asa Rooks	599.
Hawkins & Gresham	598.
Reddin L. Ratliff	500, 000 .
James C. Holaman	500, end at Isabella.
Richard P. Porter	500, schedule proposed.
Thomas H. Freeman	494.
Darling Swain	475.
R. L. Ratliff	350, 000 , end at Isabella.
Edward Barber	300, end at Isabella.
Stephen W. Pearce	270, 000 , end at Isabella.
James M. C. Holaman	269, 000 , end at Isabella. <i>Accepted April 25, 1859.</i>

Contract made with James M. C. Holaman, dated April 25, 1859, at \$269 per annum.
 Leave Albany Friday at 1 p. m.; arrive at Isabella by 8 p. m.
 Leave Isabella Friday at 5 a. m.; arrive at Albany by 12 m.

ROUTE No. 6086.

From Thomasville to Tallahassee, Fla., 37½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
Furna Connolly	\$988, embrace Eastwood and Miccosukee.
S. B. Shehee	700.
W. F. Sandford	700, two-horse hack.
Wilson Watkins	604.
Jonathan Hall	600. <i>Accepted April 25, 1859.</i>

Contract made with Jonathan Hall, dated April 25, 1859, at \$600 per annum.
 Leave Thomasville Tuesday and Friday at 5 a. m.; arrive at Tallahassee by 7 p. m.
 Leave Tallahassee Wednesday and Saturday at 5 a. m.; arrive at Thomasville by 7 p. m.

ROUTE No. 6087.

From Thomasville to Bainbridge, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Harrell & Wilson	\$3,000, two-horse hack, three times a week.
Isaac Hutto	963, three times a week.
John N. Swift	597.
Hill & Merrill	500.
	1,450, two-horse coach, three times a week.
D. L. Pitts	450.
Isaac Hutto	379. <i>Accepted April 25, 1859.</i>

Contract made with Isaac Hutto, dated April 25, 1859, at \$379 per annum.
 Leave Thomasville Thursday at ½ p. m.; arrive at Bainbridge next day by 3½ p. m.
 Leave Bainbridge Wednesday at 11 a. m.; arrive at Thomasville next day by 12 m.

ROUTE No. 6088.

From Thomasville to Moultrie, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
Gresham & Hawkins	\$300 00.
Richard P. Porter	299 00.
R. L. Ratliff	275 00, ^{ooo} .
D. Crede	273 75.
Wilson Watkins	248 50.
Jonathan Hall	245 00.
Isaac Hutto	244 00. <i>Accepted April 25, 1859.</i>
Danlin Creed	237 17. No guarantors.

Contract made with Isaac Hutto, dated April 25, 1859, at \$244 per annum.

Leave Thomasville Thursday at 7 a. m.; arrive at Moultrie by 7 p. m.

Leave Moultrie Friday at 7 a. m.; arrive at Thomasville by 7 p. m.

ROUTE No. 6089.

From Thomasville to Micosukee, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hawkins & Gresham	\$200.
Isaac Hutto	147.
R. L. Ratliff	135. ^{ooo} .
Wilson Watkins	116.
Jonathan Hall	115.

(Not let.)

ROUTE No. 6090.

From Groverville to Monticello, 15½ miles, and back, once a week.

Bidder's name.	Sum per annum.
Winfield Anderson, (after time)-	\$200. (Received May 28, 1859.)

(Not let.)

ROUTE No. 6091.

From Okapilco to Piscola, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
George Alderman	\$200. No guaranty.
Richard P. Porter	199.
Joshua Griffin	175, schedule proposed.
George Alderman	145, no guaranty.

(Not let)

ROUTE No. 6092.

From Morven to Orel, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joshua Griffin	\$370.
Hill & Merrill	369.
Masten Folsom	300. <i>Accepted April 25, 1859.</i>

Contract made with Masten Folsom, dated April 25, 1859, at \$300 per annum

Leave Morven Tuesday at 1 p. m.; arrive at Orel next day by 12 m.

Leave Orel Wednesday at 1 p. m.; arrive at Morven next day by 1 p. m.

ROUTE No. 6093.

From Troupville to Irwinsville, 69 miles, and back, once a week.

Bidders' names.	Sum per annum.
Henry Bradley	\$750.
Gresham & Hawkins	648.
Asa Rooks	550.
Joshua Griffin	500, schedule changed.
R. L. Reddin	500, 000 .
Richard P. Porter	499.
Elias Clements	494.
John Griffin	425. <i>Accepted April 25, 1859.</i>

Contract made with John Griffin, dated April 25, 1859, at \$425 per annum.
 Leave Troupville Tuesday at 5 a. m.; arrive at Irwinsville next day by 6 p. m.
 Leave Irwinsville Sunday at 5 a. m.; arrive at Troupville next day by 6 p. m.

ROUTE No. 6094.

From Troupville to Madison, 33½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Joshua Griffin	\$1,850, three times a week in two-horse coach.
P. B. Bedford	1,700, three times a week.
J. A. Hill	1,500, three times a week in two-horse coach.
William E. Howell	1,255.
Hill & Merrill	250. <i>Accepted April 25, 1859.</i>
	1,000, three times a week in two-horse coach.
John McKinnon	1,248.
William E. Howell	840, three times a week.
William P. Holley	700, horse or sulky.
Hawkins & Gresham	400.
	1,000, three times a week.
Joshua Griffin	370.
William E. Howell	265.

Accepted bidders having failed, contract made with William E. Howell, dated August 15, 1859, at \$250 per annum.

Leave Troupville Tuesday at 7 a. m.; arrive at Madison by 7 p. m.

Leave Madison Monday at 7 a. m.; arrive at Troupville by 7 p. m.

ROUTE No. 6095.

From Troupville to Bellville, 21 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hill & Merrill	\$325.
William R. Perry	225. <i>Accepted April 25, 1859.</i>

Contract made with William R. Perry, dated April 25, 1859, at \$225 per annum.

Leave Troupville Wednesday at 2 p. m.; arrive at Bellville by 9 p. m.

Leave Bellville Wednesday at 6 a. m.; arrive at Troupville by 1 p. m.

ROUTE No. 6096.

From Mill Town to Jasper, 46 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joshua Griffin	\$370.
Joshua H. Roberts	325.
James W. Staten	290, commence at Carter's Bridge. <i>Accepted April 25, 1859.</i>

Contract made with James W. Staten, dated April 25, 1859, at \$290 per annum.

Leave Carter's Bridge Friday at 6 a. m.; arrive at Jasper by 7 p. m.

Leave Jasper Saturday at 6 a. m.; arrive at Carter's Bridge by 7 p. m.

ROUTE No. 6097.

From Magnolia to Blount's Ferry, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
John L. Morgan.....	\$900.
Reddin L. Ratliff.....	300, 000.
Joshua Griffin.....	300, schedule changed.
John L. Morgan.....	210.
W. B. Crews.....	195. <i>Accepted April 25, 1859.</i>

Contract made with William B. Crews, dated April 25, 1859, at \$195 per annum.

Leave Magnolia Saturday at 6 a. m. ; arrive at Blount's Ferry by 6 p. m.

Leave Blount's Ferry Friday at 6 a. m. ; arrive at Magnolia by 6 p. m.

ROUTE No. 6098.

From Magnolia to Troublesome, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
John L. Morgan.....	\$780.
R. L. Ratliff.....	300, 000.
Joshua Griffin.....	270.
John L. Morgan.....	190.
Elijah W. Prescott, (after time).	190. (<i>Received April 5, 1859.</i>)
(Not let.)	

ROUTE No. 6099.

From Orel to Pennsboro', 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Willis L. Willis.....	\$250, extend to Isabella.
Richard P. Porter.....	154.
R. L. Ratliff.....	150, 000. <i>Accepted April 25, 1859.</i>

Contract made with R. L. Ratliff, dated April 25, 1859, at \$150 per annum.

Leave Orel Saturday at 1 p. m. ; arrive at Pennsboro' by 8 p. m.

Leaves Pennsboro' Saturday at 5 a. m. ; arrive at Orel by 12 m.

ROUTE No. 6100.

From Pennsboro' to Okapilco, 48 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joshua Griffin.....	\$650, commence at Isabella.
W. L. Willis.....	500, commence at Isabella.
Richard P. Porter.....	395.
R. L. Ratliff.....	390, 000.
A. M. Smith.....	360.
	350, no guaranty.
G. G. Ford.....	349, 000.
Micajah R. Horn.....	250, commence at Isabella. <i>Accepted April 25, 1859.</i>

Contract made with Micajah R. Horn, dated April 25, 1859, at \$250 per annum.

Leave Isabella Monday at 2 p. m. ; arrive at Okapilco by 5 p. m.

Leave Okapilco Wednesday at 6 a. m. ; arrive at Isabella by 11 a. m.

ROUTE No. 6101.

From Vineyard to Irwinsville, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
Richard P. Porter.....	\$149.
(<i>After time.</i>)	
Thomas Gibb.....	80. (<i>Received April 11, 1859.</i>)
Lawson Smith.....	79. (<i>Received April 12, 1859.</i>)
(Not let.)	

ROUTE No. 6102.

From Copeland to House Creek, 17 miles, and back, once a week.

Bidder's name.	Sum per annum.
John McCall.....	\$100. <i>Accepted April 25, 1859.</i>

Contract made with John McCall, dated April 25, 1859, at \$100 per annum.
 Leave Copeland Monday at 8 a. m.; arrive at House Creek by 1 p. m.
 Leave House Creek Monday at 2 p. m.; arrive at Copeland by 7 p. m.

ROUTE No. 6103.

From Hawkinsville to Jacksonville, 43 miles, and back, twice a week.

Bidders' names.	Sum per annum.
J. W. Carruthers.....	\$1,095.
Duncan C. Daniel.....	995.
John W. Carruthers.....	980.
Alexander F. Dopson.....	900, sulky or buggy. <i>Accepted April 25, 1859.</i>
	1,300, two-horse hack.

Contract made with Alexander F. Dopson, dated April 25, 1859, at \$900 per annum.
 Leave Hawkinsville Monday and Thursday at 10 a. m.; arrive at Jacksonville next days by 12 m.
 Leave Jacksonville Tuesday and Friday at 1 p. m.; arrive at Hawkinsville next days by 9 a. m.

ROUTE No. 6104.

From Hawkinsville to Irwinsville, 57 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wallace H. Miller.....	\$2,000, twice a week, 000 .
D. C. Daniel.....	1,350.
Reed & Fuller.....	1,200, twice a week, 000 .
Wallace H. Miller.....	1,200, 000 .
Asa Rooks.....	900, twice a week.
Drewey Reed.....	695, one-horse vehicle.
Asa Rooks.....	500.
Brinkley Bishop.....	499, hack or buggy.
Elias Clements.....	499.
Allen Lawson.....	499.

(Not let.)

ROUTE No. 6105.

From Perry to Henderson, 10 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Darham Bowen.....	\$140. <i>Accepted April 25, 1859, and service reduced to once a week, and pay to \$70.</i>

Accepted bidder declining, contract made with John W. Sandlin, dated July 30, 1859, at \$70 per annum.

Leave Perry Monday at 11 a. m.; arrive at Henderson by 2 p. m.
 Leave Henderson Monday at 7 a. m.; arrive at Perry by 10 a. m.

ROUTE No. 6106.

From Knoxville to Thomaston, 28 miles, and back, twice a week.

Bidders' names.	Sum per annum.
E. A. Dozier.....	\$715, 000 .
Evans & Spain.....	699.
Harris & Stone.....	670.
J. E. Torrence.....	650.
Leroy H. Thurman.....	624.
John N. Swift.....	498. <i>Accepted April 25, 1859.</i>

Contract made with John N. Swift, dated April 25, 1859, at \$498 per annum.
 Leave Knoxville Monday and Friday at 9 a. m.; arrive at Thomaston by 6 p. m.
 Leave Thomaston Tuesday and Saturday at 6 a. m.; arrive at Knoxville by 4 p. m.

ROUTE No. 6107.

From Knoxville to Talbotton, 37 miles, and back, once a week.

Bidders' names.	Sum per annum.
Evans & Spain.....	\$599.
Leroy H. Thurman.....	420, 000.
Ebenezer A. Dozier.....	369. <i>Accepted April 25, 1859.</i>

Contract made with Ebenezer A. Dozier, dated April 25, 1859, at \$369 per annum.

Leave Knoxville Thursday at 6 a. m.; arrive at Talbotton by 7 p. m.

Leave Talbotton Friday at 6 a. m.; arrive at Knoxville by 7 p. m.

ROUTE No. 6108.

From Knoxville to Russellville, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ebenezer A. Dozier.....	\$156.
J. E. Torrence	130.

(Not let.)

ROUTE No. 6109.

From Forsyth to Russellville, 10 miles, and back, once a week. Bids for an additional trip per week invited; also to extend to Hopewell, 7 miles further.

Bidders' names.	Sum per annum.
E. A. Dozier.....	\$315.
Jesse Croom.....	100.
	200, extend to Hopewell. <i>Accepted April 25, 1859.</i>

Contract made with Jesse Croom, dated April 25, 1859, at \$200 per annum.

Leave Forsyth Friday at 4 p. m.; arrive at Hopewell by 7 p. m.

Leave Hopewell Friday at 10 a. m. arrive at Forsyth by 2 p. m.

ROUTE No. 6110.

From Barnesville to Thomaston, 17 $\frac{7}{100}$ miles, and back, six times a week.

Bidder's name.	Sum per annum.
Thomaston and Barnesville Rail- road Company.....	\$853 50.

Contract made with Thomaston and Barnesville Railroad Company, dated April 25, 1859, at \$853 per annum.

Leave Barnesville daily, except Sunday, at 3 $\frac{1}{2}$ p. m.; arrive at Thomaston by 5 p. m.

Leave Thomaston daily, except Sunday, at 12 m.; arrive at Barnesville by 1 $\frac{1}{2}$ p. m.

ROUTE No. 6111.

From Thomaston to Geneva, 34 $\frac{1}{2}$ miles, and back, three times a week to Talbotton and daily the residue.

Bidders' names.	Sum per annum.
Harris & Stone.....	\$1,762, two-horse coach.
Ebenezer A. Dozier.....	1,695, two-horse hack or buggy.
Evans & Spain.....	1,599, buggy and stage coach.
T. N. Mason.....	1,500, four-horse service. <i>Accepted April 25, 1859.</i>
T. H. Mahone.....	1,150. No guarantor.

Contract made with T. N. Mason, dated April 25, 1859, at \$1,500 per annum.

Leave Thomaston Tuesday, Thursday, and Saturday, at 5 a. m.; arrive at Talbotton by 12 m.

Leave Talbotton Monday, Wednesday, and Friday, at 10 a. m.; arrive at Thomaston by 5 p. m.

Leave Talbotton daily at 1 p. m.; arrive at Geneva by 3 p. m.

Leave Geneva daily at 7 a. m.; arrive at Talbotton by 9 a. m.

ROUTE No. 6112.

From Pleasant Hill to Columbus, 40 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Evans & Spain.....	\$1,000, buggy.
Samuel Bullock.....	900.
Ebenezer A. Dozier.....	695.
T. H. Mahone.....	695, commence at Bellevue.
Thomas P. Renfro.....	694.
Powell & Tissinger.....	675, one-horse buggy.
Abel L. Robinson.....	547.
	527. <i>Accepted April 25, 1859.</i>
David H. Hill.....	488, commence at Warm Spring.
	600, extend to Greenville.

Contract made with Abel L. Robinson, dated April 25, 1859, at \$527 per annum.

Leave Pleasant Hill Monday and Thursday at 8 a. m.; arrive at Columbus by 6 p. m.

Leave Columbus Tuesday and Friday at 8 a. m.; arrive at Pleasant Hill by 6 p. m.

ROUTE No. 6113.

From Griffin to La Grange, 56 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Thomas C. Miller.....	\$4,900, two-horse stages.
Sherrill & Nall.....	4,650, two-horse hack, combined with 6116.
Turner & Brooks.....	4,490, two-horse hack.
Sherrill & Nall.....	4,400, two-horse hack.
Evans & Spain.....	4,290, buggy.
Harris & Stone.....	3,863, two-horse coach.
James Bexley.....	3,575, two-horse hack.
Sherrill & Nall.....	2,500, one-horse wagon, combined with 6116.
J. C. Freeman.....	2,500, buggy.
E. A. & A. J. Dozier.....	2,300, buggy. <i>Accepted April 25, 1859.</i>

Contract made with E. A. & A. J. Dozier, dated April 25, 1859, at \$2,300 per annum.

Leave Griffin daily, except Sunday, at 7½ a. m.; arrive at La Grange by 11½ p. m.

Leave La Grange daily, except Sunday, at 7 a. m.; arrive at Griffin by 11 p. m.

ROUTE No. 6114.

From Griffin to Willow Dell, 22 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Abel L. Robinson.....	\$349.
William Morgan.....	212. <i>Accepted April 25, 1859; service to be reduced to once a week, and pay to \$106 per annum.</i>

(Accepted bidder declining, route not let.)

ROUTE No. 6115.

From Griffin to Unionville, 16 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Thomas P. Renfro.....	\$345.
A. L. Robinson.....	265.
Ebenezer A. Dozier.....	245.
Aquilla Greer.....	130, three times a week, commence at Milner.
Richard Maury.....	125, three times a week, commence at Milner; schedule proposed.
W. F. Darden.....	125. <i>Accepted April 25, 1859.</i>

Accepted bidder having failed, route not let, (subsequently let to S. T. Bridges at \$106.

ROUTE No. 6116.

From Griffin to Greenville, 34 miles, and back, once a week.

Bidder's names.	Sum per annum.
Nall & Sherrill.....	\$500, one-horse wagon.
Thomas P. Renfro.....	345.
Abel L. Robinson.....	335.
Ebenezer A. Dozier.....	315.

(Superseded by 6113.)

ROUTE No. 6117.

From Greenville to Thomaston, 28 miles, and back, twice a week.

Bidders' names.	Sum per annum.
George W. Gresham.....	\$1,000, buggy.
William J. Avery.....	860, three times a week; one-horse buggy.
Evans & Spain.....	698.
Edward Bussey.....	640.
John N. Swift.....	574.
Alford & Beauchamp.....	550, ^{ooo} .
Samuel Bullock.....	650.
E. A. Dozier.....	615, buggy.
William J. Avery.....	596, one-horse vehicle.
	540.
Thomas P. Renfro.....	498.
Abel L. Robinson.....	369. <i>Accepted April 25, 1859, and service to be reduced to once a week, and pay to \$185 per annum.</i>

(Accepted bidder declining, route not let.)

ROUTE No. 6118.

From Greenville to Wisdom's Store, 24 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John N. Swift.....	\$497.
T. M. & C. J. Dean.....	449.
Charles D. Hardin.....	375.
Abel L. Robinson.....	365.

Contract made with A. L. Robinson, dated April 25, 1859, at \$365 per annum.

Leave Greenville Wednesday and Saturday at 8 a. m.; arrive at Wisdom's Store by 4½ p. m.

Leave Wisdom's Store Wednesday and Saturday at 5 p. m.; arrive at White Sulphur Springs by 8 p. m.

Leave White Sulphur Springs Wednesday and Saturday at 5 a. m.; arrive at Greenville by 7½ a. m.

ROUTE No. 6119.

From Greenville to Warm Springs, 12 miles, and back, twice a week in June, July, and August, and once a week the residue of the year.

Bidders' names.	Sum per annum.
A. L. Robinson.....	\$199.
John Handley.....	125.
Edward Bussey.....	80.
W. W. Jarrell.....	75.
Edmund Bussey.....	70. <i>Accepted April 25, 1859.</i>

Contract made with Edmund Bussey, dated April 25, 1859, at \$70 per annum.

From 1st of June to 31st August.

Leave Greenville Wednesday and Saturday at 11½ a. m.; arrive at Warm Springs by 2 p. m.

Leave Warm Springs Wednesday and Saturday at 8 a. m.; arrive at Greenville by 11 a. m.

From 1st September to 31st May.

Leave Greenville Tuesday at 5 p. m.; arrive at Warm Springs by 8 p. m.

Leave Warm Springs Tuesday at 9 a. m.; arrive at Greenville by 12 m.

ROUTE No. 6120.

From Woodbury to Pleasant Hill, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Charles Fendley.....	\$200.
Thomas Simmons.....	180.
William J. Avery.....	140.
Abel L. Robinson.....	169.
W. A. Lanier.....	165.
Alford & Beauchamp.....	150.
Thomas Simmons.....	150.
Charles Fendley.....	148.
William J. Avery.....	124, twice a week, end at Magdalena. <i>Accepted April 25, 1859.</i>

Contract made with William J. Avery, dated April 25, 1859, at \$124 per annum.

Leave Greenville Wednesday and Saturday at 12 m.; arrive at Magdalena by 6 p. m.

Leave Magdalena Wednesday and Saturday at 6 a. m.; arrive at Greenville by 11 a. m.

ROUTE No. 6121.

From Jonesboro' to Fayetteville, 10 miles, and back, six times a week.

Bidders' names.	Sum per annum.
T. N. Mason.....	\$900 00, two-horse service.
Ebenezer A. Dozier.....	690 00, buggy.
Thomas P. Renfro.....	549 00.
John N. Swift.....	449 00.
W. C. Rosseau.....	387 00.
Thomas Butler.....	300 00.
Swinney A. Mangum.....	297 50.
James H. Waldrop.....	295 00, one-horse hack.
William Whatley.....	294 00, ^{ooo} .
Nathaniel G. Hudson.....	274 00.
	265 00, hack.
William L. Morris.....	264 75.
Swinney A. Mangum.....	234 00. <i>Accepted April 25, 1859.</i>
John Field, (after time).....	280 00, ^{ooo} .

Contract made with Swinney A. Mangum, dated April 25, 1859, at \$234 per annum.

Leave Jonesboro' daily, except Sunday, at 7 a. m.; arrive at Fayetteville by 10 a. m.

Leave Fayetteville daily, except Sunday, at 11 a. m.; arrive at Jonesboro' by 2 p. m.

ROUTE No. 6122.

From Stockbridge to Jonesboro', 7½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Wilson L. Morris.....	\$74 25.
	145 00, twice a week.
Nathaniel G. Hudson.....	99 75, twice a week.
	49 75. <i>Accepted April 25, 1859.</i>

Contract made with Nathaniel G. Hudson, dated April 25, 1859, at \$49 75 per annum.

Leave Stockbridge Saturday at 9 a. m.; arrive at Jonesboro' by 12 m.

Leave Jonesboro' Saturday at 1 p. m.; arrive at Stockbridge by 4 p. m.

ROUTE No. 6123.

From McDonough to Jonesboro', 14 miles, and back, six times a week.

Bidders' names.	Sum per annum.
W. C. Rosseau.....	\$950 00.
E. A. Dozier.....	750 00, ^{ooo} .
Thomas P. Renfro.....	598 00.
John N. Swift.....	449 00.

Bidders' names.	Sum per annum.
James Butler.....	350 00.
Nathaniel G. Hudson.....	324 00.
	315 00, hack.
William Guest.....	321 00.
N. G. Hudson.....	315 00.
William L. Morris.....	309 75.
S. A. Mangum.....	309 00. <i>Accepted April 25, 1859.</i>

Contract made with S. A. Mangum, dated April 25, 1859, at \$309 per annum.

Leave McDonough daily, except Sunday, at 7 a. m.; arrive at Jonesboro' by 11 a. m.

Leave Jonesboro' daily, except Sunday, at 1 p. m.; arrive at McDonough by 5 p. m.

ROUTE No. 6124.

From McDonough to Sandy Ridge, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Guest.....	\$58 50.
Wm. W. A. Morris.....	46 00. <i>Accepted April 25, 1859.</i>

Contract made with Wm. W. A. Morris, dated April 25, 1859, at \$46 per annum.

Leave McDonough Saturday at 8 a. m.; arrive at Sandy Ridge by 11 a. m.

Leave Sandy Ridge Saturday at 12 m.; arrive at McDonough by 3 p. m.

ROUTE No. 6125.

From Monticello to Macon, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
John N. Swift.....	\$398.
E. A. Dozier.....	375. <i>Accepted April 25, 1859.</i>

Contract made with E. A. Dozier, dated April 25, 1859, at \$375 per annum.

Leave Monticello Tuesday at 6½ a. m.; arrive at Macon by 8 p. m.

Leave Macon Wednesday at 6½ a. m.; arrive at Monticello by 8 p. m.

ROUTE No. 6126.

From Eatonton to Monticello, 18 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Thomas P. Renfro.....	\$574.
O. H. P. Canant.....	444.
John N. Swift.....	397.
Ebenezer A. Dozier.....	395.

(Not let.)

ROUTE No. 6127.

From Eatonton to Clopton's Mills, 15 miles, and back, once a week.

(No bidders.)

ROUTE No. 6128.

From Milledgeville to Gordon, 17 miles, and back, daily, with an additional daily trip during the session of the legislature, with a schedule to be agreed upon.

Bidder's name.	Sum per annum.
Central Railroad and Banking Co.	\$1,700.

Contract made with the Central Railroad and Banking Co., dated July 27, 1859, at \$1,700 per annum.

Leave Milledgeville daily at 11 a. m.; arrive at Gordon by ½ p. m.

Leave Gordon daily at 1½ p. m.; arrive at Milledgeville by 2½ p. m.

ROUTE No. 6129.

From Milledgeville to Eatonton, 23 miles, and back, daily.

Bidder's name.	Sum per annum.
Central Railroad and Banking Co.	\$2, 300, provided contract is made on 6001.

Contract made with the Central Railroad and Banking Co., dated July 27, 1859, at \$1,150 per annum.

Leave Milledgeville daily at $\frac{1}{2}$ p. m.; arrive at Eatonton by 2 $\frac{1}{2}$ p. m.

Leave Eatonton daily at 6 a. m.; arrive at Milledgeville by 8 a. m.

ROUTE No. 6130.

From Milledgeville to Double Wells, 45 miles, and back, daily.

Bidders' names.	Sum per annum.
Harris & Stone.....	\$3, 965, two-horse coach.
Garner Edwards.....	3, 000.
William Darwell	2, 244, two-horse coach.
John N. Swift.....	1, 998, ⁰⁰⁰ .
H. W. Forbes.....	1, 995.
Louis L. Moore.....	1, 590, two-horse coach. <i>Accepted April 25, 1859.</i>

Contract made with Louis L. Moore, dated April 25, 1859, at \$1,590 per annum.

Leave Milledgeville daily at 7 a. m.; arrive at Double Wells by 6 p. m.

Leave Double Wells daily at 7 a. m.; arrive at Milledgeville by 6 p. m.

ROUTE No. 6131.

From Milledgeville to Macon, 36 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Harris & Stone.....	\$1, 269, buggy.
	1, 787, two-horse coach.
William Darwell	1, 054.
John N. Swift.....	892.
Garner Edwards.....	690.
Aurelius W. Gibson	630, commence at Clinton, six times a week. <i>Accepted April 25, 1859.</i>
	120, from Wallace to Gordon.

Contract made with Aurelius W. Gibson, dated April 25, 1859, at \$630 per annum.

Leave Clinton daily, except Sunday, at 7 a. m.; arrive at Macon by 12 m.

Leave Macon daily, except Sunday, at 1 p. m.; arrive at Clinton by 6 p. m.

ROUTE No. 6132.

From Milledgeville to Covington, 62 $\frac{3}{4}$ miles, and back, twice a week.

Bidders' names.	Sum per annum.
William Darwell	\$1, 474.
Ebenezer A. Dozier	965.
John N. Swift.....	890.
Garner Edwards.....	730.
Josiah A. Clark	547, ⁰⁰⁰ . <i>Accepted April 25, 1859.</i>

Contract made with Josiah A. Clark, dated April 25, 1859, at \$547 per annum.

Leave Milledgeville Tuesday and Friday at 5 a. m.; arrive at Covington next days by 12 m.

Leave Covington Wednesday and Saturday at 1 p. m.; arrive at Monticello by 9 p. m.

Leave Monticello Thursday and Monday at 6 a. m.; arrive at Milledgeville by 8 p. m.

ROUTE No. 6133.

From Sandersville to Long's Bridge, 19 miles, and back, once a week.

Bidders' names.	Sum per annum.
Reuben Mayo.....	\$200.
J. B. Kally	150, buggy. <i>Accepted April 25, 1859.</i>

Contract made with J. B. Kally, dated April 25, 1859, at \$150 per annum.
 Leave Sandersville Friday at 6 a. m.; arrive at Long's Bridge by 11 a. m.
 Leave Long's Bridge Friday at 12 m.; arrive at Sandersville by 6 p. m.

ROUTE No. 6134.

From Sparta to Mount Zion, 7 miles, and back, three times a week.

Bidder's name.	Sum per annum.
T. J. Shell	\$200. <i>Accepted April 25, 1859.</i>

Contract made with T. J. Shell, dated April 25, 1859, at \$200 per annum.
 Leave Sparta Tuesday, Thursday, and Saturday, at 10 a. m.; arrive at Mount Zion by 12 m.
 Leave Mount Zion Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Sparta by 9 a. m.

ROUTE No. 6135.

From Powelton to Shoals of Ogechee, 17 miles, and back, twice a week to Mayfield, and once a week the residue.

Bidders' names.	Sum per annum.
Henry Burnley	\$250.
J. T. Andrews	240. <i>Accepted April 25, 1859.</i>

Contract made with J. T. Andrews, dated April 25, 1859, at \$240 per annum.
 Leave Powelton Tuesday and Friday at 7 a. m.; arrive at Mayfield by 9 a. m.
 Leave Mayfield Friday at 9½ a. m.; arrive at Shoals of Ogechee by ½ p. m.
 Leave Shoals of Ogechee Friday at 1 p. m.; arrive at Mayfield by 4 p. m.
 Leave Mayfield Tuesday at 9½ a. m. and Friday at 4½ p. m.; arrive at Powelton Tuesday by 11½ a. m. and Friday by 6½ p. m.

ROUTE No. 6136.

From Augusta to Atlanta, 174½ miles, and back, twice daily, with a branch from Camak to Warrenton, 3¾ miles, daily.

Bidder's name.	Sum per annum.
Georgia Railroad Company.....	\$41,818. (Received April 4, 1859.)

Contract made with the Georgia Railroad Company, dated July 27, 1859, at \$41,818 per annum.

Leave Augusta daily at 0.45 a. m. and 2.45 p. m.; arrive at Atlanta by 9.45 a. m. and 11.45 p. m.
 Leave Atlanta daily at 12 night and 10.30 a. m.; arrive at Augusta by 9 a. m. and 7.15 p. m.
 Leave Camak daily at 9.15 p. m.; arrive at Warrenton by 9.45 p. m.
 Leave Warrenton daily at 8 p. m.; arrive at Camak by 8.30 p. m.

ROUTE No. 6137.

From Augusta to Double Branches, 33 miles, and back, once a week.

Bidder's name.	Sum per annum.
Lucius C. Coleman.....	\$600.

(Not let.)

ROUTE No. 6138.

From Augusta to Richmond Factory, 10 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Absalom W. Rhodes.....	\$150. <i>Accepted April 25, 1859 ; service to be reduced to once a week, and pay to \$75 per annum.</i>

Contract made with Absalom W. Rhodes, dated April 25, 1859, at \$75 per annum.

Leave Augusta Saturday at 3 p. m.; arrive at Richmond Factory by 5½ p. m.

Leave Richmond Factory Saturday at 7 a. m.; arrive at Augusta by 10 a. m.

ROUTE No. 6139.

From Lombardy to Pope Hill, 19 miles, and back, once a week.

Bidder's name.	Sum per annum.
John Harris.....	\$125. <i>Accepted April 25, 1859.</i>

Contract made with John Harris, dated April 25, 1859, at \$125 per annum.

Leave Lombardy Friday at 6 a. m.; arrive at Pope Hill by 12 m.

Leave Pope Hill Friday at 1 p. m.; arrive at Lombardy by 7 p. m.

ROUTE No. 6140.

From Thompson to Raysville, 22¾ miles, three times a week, supplying Wrightsboro' only on the going trips, and White Oak, Appling, and Winfield only on the return trips.

Bidder's name.	Sum per annum.
J. R. Wilson.....	\$550. <i>Accepted April 25, 1859.</i>

Contract made with J. R. Wilson, dated April 25, 1859, at \$550 per annum.

Leave Thompson Tuesday, Thursday, and Saturday, at 4 a. m.; arrive at Raysville by 10 a. m.

Leave Raysville Tuesday, Thursday, and Saturday, at 10½ a. m.; arrive at Thompson by 6½ p. m.

ROUTE No. 6141.

From Thompson to Lincolnton, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
James R. Wilson	\$700.
L. C. Coleman	695.
Jeremiah Blanchard.....	375.
(Not let.)	

ROUTE No. 6142.

From Warrenton to Fenn's Bridge, 33 miles, and back, twice a week.

(Route not let; no bidders.)

ROUTE No. 6143.

From Double Wells to Washington, 19 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Georgia Railroad Company.....	\$950.

Contract made with the Georgia Railroad Company, dated July 27, 1859, at \$950 per annum.

Leave Double Wells daily, except Sunday, at 3½ p. m.; arrive at Washington by 5 p. m.

Leave Washington daily, except Sunday, at 7 a. m.; arrive at Double Wells by 9 a. m.

ROUTE No. 6144.

From Union Point to Athens, 40 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Georgia Railroad Company.....	\$2,000.

Contract made with the Georgia Railroad Company, dated July 27, 1859, at \$2,000 per annum.

Leave Union Point daily, except Sunday, at 5 a. m.; arrive at Athens by 8.30 a. m.

Leave Athens daily, except Sunday, at 11 a. m.; arrive at Union Point by 2.30 p. m.

ROUTE No. 6145.

From Union Point to Philomath, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
John C. Durham	\$300, twice a week.
J. C. Green	244, twice a week. No guaranty.
Jeremiah Thaxton	117.
	208, twice a week.
James M. Cox	99. <i>Accepted April 25, 1859.</i>
	194, twice a week.

Contract made with James M. Cox, dated April 25, 1859, at \$99 per annum.

Leave Union Point Friday at 6 a. m.; arrive at Philomath by 10 a. m.

Leave Philomath Friday at 12 m.; arrive at Union Point by 4 p. m.

ROUTE No. 6146.

From Greensboro' to Scull Shoals, 16 miles, and back, six times a week to Penfield and twice a week the residue.

Bidders' names.	Sum per annum.
John G. Holtzclaw	\$15 less than the lowest bid, 000.
W. C. Rosseau	475.
J. G. Beazley	375, two-horse coach to Penfield, buggy residue.
	<i>Accepted April 25, 1859.</i>

Contract made with J. G. Beazley, dated April 25, 1859, at \$375 per annum.

Leave Greensboro' daily, except Sunday, at 3 p. m.; arrive at Penfield by 5 p. m.

Leave Penfield daily, except Sunday, at 9 a. m.; arrive at Greensboro' by 11 a. m.

Leave Penfield Tuesday and Thursday at 9 a. m.; arrive at Scull Shoals by 12 m.

Leave Scull Shoals Tuesday and Thursday at 1 p. m.; arrive at Penfield by 4 p. m.

ROUTE No. 6147.

From Greenboro' to White Plains, 12 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William Christopher	\$225.
James G. Ingram	200. <i>Accepted April 25, 1859.</i>

Contract made with James G. Ingram, dated April 25, 1859, at \$200 per annum.

Leave Greensboro' Tuesday, Thursday, and Saturday, at 12 m.; arrive at White Plains by 3 p. m.

Leave White Plains Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Greensboro' by 11 a. m.

ROUTE No. 6148.

From Greensboro' to Glades Cross Roads, 12 miles, and back, once a week.

Bidder's name.	Sum per annum.
Thomas G. Perryman	\$85.
(Not let.)	

ROUTE No. 6149.

From Madison to Eatonton, 21 miles, and back, six times a week.

Bidders' names.	Sum per annum.
John N. Swift	\$1,849, two-horse coach.
John C. Addison	1,400, two-horse coach.

Bidders' names.	Sum per annum.
R. R. Saulter	\$1,300, two-horse hack ; embrace Glades Cross Roads.
Thomas Hollis	1,200.
Seaborn Few	944, two-horse vehicle.
T. G. Perryman	845, two-horse hack.
Few & Bell	840, two-horse vehicle.
Josiah A. Clark	799, 000 .
Louis L. Moore.....	799, 000 . <i>Accepted April 25, 1859.</i>

Contract made with Louis L. Moore, dated April 25, 1859, at \$799 per annum.
 Leave Madison daily, except Sunday, at 1½ a. m.; arrive at Eatonton by 7 a. m.
 Leave Eatonton daily, except Sunday, at 3 p. m.; arrive at Madison by 8 p. m.

ROUTE No. 6150.

From Madison to Athens, 30 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Sidney R. Ward	\$1,350, one horse covered coach.
John C. Addison.....	1,200, two-horse coach.
Thomas ollis	1,000.
R. R. Santley	1,200, two-horse hack.
David B. Langston.....	987, two-horse coach.
Louis L. Moore.....	870, 000 .
John N. Swift.....	840, 000 .
William Lanier	800, two-horse hack.
Seaborn Few.....	795, one-horse vehicle.
David B. Langston.....	788, 000 .
Josiah A. Clark	537, *** . <i>Accepted April 25, 1859.</i>

Contract made with Josiah A. Clark, dated April 25, 1859, at \$537 per annum.
 Leave Madison Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Farmington by 2 p. m.
 Leave Farmington Tuesday, Thursday, and Saturday, at 2½ p. m.; arrive at Athens by 7 p. m.
 Leave Athens Monday, Wednesday, and Friday, at 8 a. m.; arrive at Madison by 5 p. m.

ROUTE No. 6151.

From Madison to Monticello, 28½ miles, and back, three times a week, supplying Hearnville only once a week each way.

Bidders' names.	Sum per annum.
Ebenezer A. Dozier	\$795, buggy.
John N. Swift.....	749.
Thom s Hollis	625.
Ezekiel L. Morgan	595, one-horse vehicle. <i>Accepted April 25, 1859.</i>

Contract made with Ezekiel L. Morgan, dated April 25, 1859, at \$595 per annum.
 Leave Madison Monday, Wednesday, and Friday, at 7 a. m.; arrive at Monticello by 3 p. m.
 Leave Monticello Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Madison by 4 p. m.

ROUTE No. 6152.

From High Shoals to Farmington, 5 miles, and back, three times a week.

Bidder's name.	Sum per annum.
Peeler & Center	\$125. <i>Accepted April 25, 1859, and reduced service to twice a week, and pay to \$84 per annum.</i>

Contract made with Peeler & Center, dated April 25, 1859, at \$84 per annum.
 Leave High Shoals Wednesday and Saturday at 12 m.; arrive at Farmington by 2 p. m.
 Leave Farmington Wednesday and Saturday at 2½ p. m.; arrive at High Shoals by 4 p. m.

ROUTE No. 6153.

From Social Circle to Monroe, 10 miles, and back, six times a week.

Bidders' names.	Sum per annum.
James Bexley	\$775, two-horse hack.
E. A. Dozier	695, 000.
John N. Swift	624, 000.
Thomas P. Renfro	695.
Louis L. Moore	475, two-horse coach.
James W. Thomas	398, two-horse hack.
W. C. Rosseau	395.
Sterling Eckles	279, covered hacks. <i>Accepted April 25, 1859.</i>

Contract made with Sterling Eckles, dated April 25, 1859, at \$279 per annum.

Leave Social Circle daily, except Sunday, at 7 a. m.; arrive at Monroe by 9½ a. m.

Leave Monroe daily, except Sunday, at 10½ a. m.; arrive at Social Circle by 1 p. m.

ROUTE No. 6154.

From Social Circle to Ebenezer, 16 miles, and back, twice a week.

Bidders' names.	Sum per annum.
S. H. Dean	\$260.
E. A. Dozier	235.
Sterling Eckles	209, buggy. <i>Accepted April 25, 1859.</i>

Contract made with Sterling Eckles, dated April 25, 1859, at \$209 per annum.

Leave Social Circle Monday and Thursday at 6 a. m.; arrive at Ebenezer by 11 a. m.

Leave Ebenezer Monday and Thursday at 1 p. m.; arrive at Social Circle by 6 p. m.

ROUTE No. 6155.

From Monroe to Good Hope, 7 miles, and back, twice a week.

(No bidders; not let.)

ROUTE No. 6156.

From Monroe to Lawrenceville, 25 miles, and back, once a week. Bids to end at Loganville, omitting Lawrenceville, invited.

Bidders' names.	Sum per annum.
Benjamin F. Harris	\$350.
S. H. Dean	275.
	175, commence at Conyers.
	150, end at Loganville.
John D. Rawlins	185, schedule changed.
W. W. Kicker	179.
	115, end at Loganville.
Samuel Rawlins	175.
Stephen V. Langley	165.
	110, end at Loganville. <i>Accepted April 25, 1859.</i>
J. G. H. Herring	162.
	112, end at Loganville.

Contract made with Stephen V. Langley, dated April 25, 1859, at 110 per annum.

Leave Monroe Friday at ½ p. m.; arrive at Loganville by 6 p. m.

Leave Loganville Friday at 7 a. m.; arrive at Monroe by 12 m.

ROUTE No. 6157.

From Covington to Forsyth, 53 miles, and back, twice a week.

Bidders' names.	Sum per annum.
W. C. Rosseau	\$1,300.
Ebenezer A. Dozier	900, buggy, embrace Starke and Seven Islands.

Bidders' names.	Sum per annum.
S. H. Dean.....	\$850.
John N. Swift.....	780, 000.
John Hutchins.....	600, 000.
Thomas J. Holyfield.....	585, one-horse buggy, embrace Starke. <i>Accepted April 25, 1859.</i>

Contract made with Thomas Holyfield, dated April 25, 1859, at \$585 per annum.
 Leave Covington Tuesday and Friday at 6 a. m.; arrive at Indian Springs by 6 p. m.
 Leave Indian Springs Wednesday and Saturday at 4 a. m.; arrive at Forsyth by 9 a. m.
 Leave Forsyth Wednesday and Saturday at 12 m.; arrive at Indian Springs by 6 p. m.
 Leave Indian Springs Monday and Thursday at 6 a. m.; arrive at Covington by 5 p. m.

ROUTE No. 6158.

From Covington to Bersheba, 15 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Wm. H. Bryans.....	\$500, in a vehicle.
S. H. Dean.....	245.
Isaac J. Hartsfield.....	174.
S. H. Dean.....	120.
	100, commence at Conyers by Middle Ridge to Oak Hill.
	150. <i>Accepted April 25, 1859</i> ; commence at Conyers by Middle Ridge, Rocky Plains, Snapping Shoals to Bersheba, return by Oak Hill to Conyers, or
	275, twice a week as above.

Contract made with S. H. Dean, dated April 25, 1859, at \$150 per annum.
 Leave Conyers Friday at 5 a. m.; arrive at Conyers by 7 p. m.

ROUTE No. 6159.

From Covington to Oak Hill, 10½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Warren R. Hicks.....	\$75.
Wm. P. Bond, (after time).....	98.
(Not let.)	

ROUTE No. 6160.

From Cork to Seven Islands, 3½ miles, and back, twice a week.

Bidder's name.	Sum per annum.
James Nasworthy.....	74. <i>Accepted April 25, 1859</i> ; service to be reduced to once a week, and pay to \$37.

Contract made with James Nasworthy, dated April 25, 1859, at \$37 per annum.
 Leave Cork Wednesday at 8½ a. m.; arrive at Seven Islands by 9½ a. m.
 Leave Seven Islands Wednesday at 6½ a. m.; arrive at Cork by 7½ a. m.

ROUTE No. 6161.

From Lythonia to White House, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
T. M. Dean.....	\$120.
John N. Swift.....	68. <i>Accepted April 25, 1859.</i>
Wm. P. Bond, (after time).....	69.

Contract made with John N. Swift, dated April 25, 1859, at \$68 per annum.
 Leave Lythonia Friday at 7 a. m.; arrive at White House by 12 m.
 Leave White House Friday at 1 p. m.; arrive at Lythonia by 6 p. m.

ROUTE No. 6162.

From Lythonia to Rockbridge, 6 miles, and back, once a week.

Bidders' names.	Sum per annum.
John N. Swift.....	\$50.
William P. Bond (after time)....	48.
(Not let.)	

ROUTE No. 6163.

From Stone Mountain to Lawrenceville, 20 miles, and back, six times a week.

Bidders' names.	Sum per annum.
B. Lowrey.....	\$850, two-horse hack.
W. C. Rosseau.....	795.
John N. Swift.....	780, 000.
Josiah A. Clark.....	749, 000.
Louis L. Moore.....	740, 000.
Robert Hope.....	695, stage. <i>Accepted April 25, 1859.</i>

Contract made with Robert Hope, dated April 25, 1859, at \$695 per annum.

Leave Stone Mountain daily, except Sunday, at 7 a. m.; arrive at Lawrenceville by 11 a. m.

Leave Lawrenceville daily, except Sunday, at 12 m.; arrive at Stone Mountain by 4 p. m.

ROUTE No. 6164.

From Stone Mountain to Warsaw, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
Martin Taylor.....	\$127.
C. J. Dean.....	125.
William W. Anderson.....	124.
Thomas Little.....	85. <i>Accepted April 25, 1859.</i>

Contract made with Thomas Little, dated April 25, 1859, at \$85 per annum.

Leave Stone Mountain Saturday at 1 p. m.; arrive at Warsaw by 7 p. m.

Leave Warsaw Saturday at 6 a. m.; arrive at Stone Mountain by 12 m.

ROUTE No. 6165.

From Atlanta to West Point, 86½ miles, and back, twice daily.

Bidder's name.	Sum per annum.
Atlanta and La Grange R. R. Co.	\$20,543 75.

Contract made with the Atlanta and West Point Railroad Company, dated July 27, 1859, at \$20,543 75 per annum.

ROUTE No. 6166.

From Atlanta to Chattanooga, Tennessee, 140 miles, and back, daily.

Service performed daily by the Western and Atlantic Railroad Co., at \$22,750 per annum.

ROUTE No. 6167.

From Atlanta to Carrollton, 60 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Abel L. Robinson.....	\$1,769, buggy or hack.
Harris & Stone.....	1,665, buggy.
Ebenezer A. Dozier.....	1,595, buggy.
Bazzell Lowry.....	1,500, 000.

Bidders' names.	Sum per annum.
William Guest	\$1,473.
John N. Swift	1,490.
L. Dean	1,425.
McCurdy & Hurt	1,248.
John Long	1,149.
Eli Benson	1,140.
Evans R. Whitley	994.
Joseph C. Benson	990.
Reuben G. Pitts	980.
William E. Haskins	965.
Reuben G. Pitts	960.
Josiah A. Clark	949, 000 . <i>Accepted April 25, 1859.</i>

Contract made with Josiah A. Clark, dated April 25, 1859, at \$949 per annum.

Leave Atlanta Monday, Wednesday, and Friday, at 12 m.; arrive at Carrollton next days by 6 p. m.

Leave Carrollton Monday, Wednesday, and Friday, at 7 a. m.; arrive at Atlanta next days by 2 p. m.

ROUTE No. 6168.

From Atlanta to Hartwell, 120 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Robert C. Addison	\$15,000, two-horse coach, extend to Anderson C. H.
Robert Hope	13,000, two-horse hack.
John C. Addison	12,000, six times a week.
Wm. P. Smith	8,400, two-horse hack.
John C. Addison	7,500, two-horse hack, extend to Anderson C. H.
R. R. Sauter	6,500, two-horse hack.
B. Lowry	6,000, 000 , schedule proposed.
John B. Addison	6,000, two-horse coach.
White & Rosseau	3,999.
John C. Early	3,000.
Josiah A. Clark	2,700, 000 .
	3,900, 000 , six times a week.
John C. Early	1,500, (withdrawn.)
	3,000, two-horse hack.

(Not let.)

ROUTE No. 6169.

From Palmetto to Carrollton, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
James M. Hopkins	\$500.
Thaddeus D. Watkins	500.
	440.
S. H. Dean	300.
Joseph C. Benson	300.
Abel L. Robinson	287.
Eli Benson	190.

(Not let.)

ROUTE No. 6170.

From Palmetto to County Line, 9 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Long	\$300.
James M. Hopkins	50. <i>Accepted April 25, 1859.</i>

Contract made with James M. Hopkins, dated April 25, 1859, at \$50 per annum

Leave Palmetto Friday at 10 a. m.; arrive at County Line by 1 p. m.

Leave County Line Friday at 6 a. m.; arrive at Palmetto by 9 a. m.

ROUTE No. 6171.

From Newnan to Franklin, 21 miles, and back, three times a week.

Bidders' names.	Sum per annum.
N. M. Robinson	\$1,250, two-horse hack.
Ambrose R. Williams	900, two-horse hack.
Thomas P. Renfro	899.
James Bexley	895, two-horse hack.
Ransom & Palls	800, two-horse hack.
William B. Berry	600, two-horse coach.
Samuel A. Dennis	545.
Bryant Johnston	495, schedule proposed.
	445, schedule proposed.
Abel L. Robinson	423.
T. L. Appleby	415.
John N. Swift	388.
Warren W. Kicker	375.
Ebenezer A. Dozier	365. <i>Accepted April 25, 1859, and service reduced to twice a week, and pay to \$243 per annum.</i>

Accepted bidder declining, contract made with Ransom Potts, dated June 29, 1859, at \$243 per annum.

Leave Newnan Wednesday and Saturday at 6 a. m.; arrive at Franklin by 12 m.

Leave Franklin Wednesday and Saturday at 1 p. m.; arrive at Newnan by 7 p. m.

ROUTE No. 6172.

From Newnan to Asbury, 20 miles, and back, twice a week.

Bidders' names.	Sum per annum
Thomas P. Renfro	\$495.
W. S. Bexley	475.
Abel L. Robinson	289.
John N. Swift	280.
Josiah L. Brazil	240.
Johnson & Pitman	219.
Thomas J. C. Timmons	215. <i>Accepted April 25, 1859.</i>

Contract made with Thomas J. C. Timmons, dated April 25, 1859, at \$215 per annum.

Leave Newnan Wednesday and Saturday at 1 p. m.; arrive at Asbury by 6 p. m.

Leave Asbury Wednesday and Saturday at 6 a. m.; arrive at Newnan by 12 m.

ROUTE No. 6173.

From Newnan to Turin, 18 miles, and back, twice a week.

Bidders' names.	Sum per annum.
William S. Bexley	\$475.
Thomas P. Renfro	398.
Abel L. Robinson	287.
William Morgan	212.
William Bailey	200.
Joseph Entrikin	200.
Joseph McRae	198.
John C. Wright	196.
Allston Bailey	175. <i>Accepted April 25, 1859, and service to be reduced to once a week, and pay to \$88 per annum.</i>

Contract made with Allston Bailey, dated April 25, 1859, at \$88 per annum.

Leave Newnan Saturday at 1½ p. m.; arrive at Turin by 6 p. m.

Leave Turin Saturday at 7 a. m.; arrive at Newnan by 12 m.

ROUTE No. 6174.

From Newnan to Erin, 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert N. Higgins.....	\$599, twice a week, sulky. 500, end at Haralson.
A. L. Robinson	199.
Wm. S. Bexley	375.
Taylor & Vickroy.....	350, vehicle. 625, twice a week.
Robert N. Higgins	299, vehicle.
S. Entrikin	218, ooo .
John T. Wright	196, vehicle.
John McRae	195.
John C. Wright	180.
William Bevis.....	150. <i>Accepted April 25, 1859.</i>

Contract made with William Bevis, dated April 25, 1859, at \$150 per annum.

Leave Newnan Saturday at 10½ a. m.; arrive at Location by 4½ p. m.

Leave Location Friday at 12 m.; arrive at Erin by 3 p. m.

Leave Erin Friday at 3½ p. m.; arrive at Location by 6 p. m.

Leave Location Friday at 6½ p. m.; arrive at Newnan next day by 10 a. m.

ROUTE No. 6175.

From Newnan to Carrollton, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
Abel L. Robinson.....	\$3,000, six times a week.
Ebenezer A. Dozier.....	799, buggy; three times a week.
Thomas P. Renfro.....	599.
Eli Benson.....	580, three times a week. <i>Accepted April 25, 1859.</i>

Contract made with Eli Benson, dated April 25, 1859, at \$580 per annum.

Leave Newnan Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Carrollton by 6 p. m.

Leave Carrollton Monday, Wednesday, and Friday, at 8 a. m.; arrive at Newnan by 6 p. m.

ROUTE No. 6176.

From Newnan to Carrollton, 23 miles, and back once a week.

Bidders' names.	Sum per annum.
Joseph Benson.....	\$300, supplying Bornsville. 500, twice a week. 1,000, six times a week. 275. 500, twice a week. 750, three times a week. 1,200, six times a week.
Warren W. Kicker.....	125. 250, twice a week.

(Not let.)

ROUTE No. 6177.

From Newnan to Oxford, 90 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Dent & Brooks.....	\$9,499, two-horse hack.
E. A. & A. J. Dozier.....	7,000, two or four-horse coach, six times a week to Carrollton, three times a week residue, and will include supply of offices on routes 6175, 6176, and 6177.
N. M. Robinson.....	6,500, two-horse hack.
William Morgan.....	4,800, two-horse coach.

Bidders' names.	Sum per annum.
Joseph C. Benson.....	\$4,790, 000; two-horse hack.
Eli Benson.....	4,490, two-horse hack.
F. M. Perryman.....	4,444, two-horse hack.
Ransom & Potts.....	4,245, two-horse hack.
Eli Benson.....	3,980, two-horse coach.
John M. Forbes.....	3,950, two-horse coach, embracing Lodi and Rotherwood.
William B. Berry.....	3,850, two-horse coach.
Harris & Stone.....	3,848, two horse coach.
J. A. Hill.....	3,700, two-horse coach.
William B. Berry.....	3,650, 000.
Eli Benson.....	3,440, two-horse coach; schedule proposed.
M. V. Foote.....	3,000. No guaranty.
J. H. Wisdom.....	2,980, 000.
John N. Swift.....	2,400, two-horse-hack.
Eli Benson.....	2,000, two-horse coach to Bowdon.
John Long.....	1,700, embrace Lodi and Rotherwood.
Thomas P. Renfro.....	1,674.
Eli Benson.....	1,500, sulky to Bowdon, horse residue.
(Not let.)	

ROUTE No. 6178.

From Rocky Mount to Graniteville, 13 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Thomas P. Renfro.....	\$300.
A. L. Robinson.....	199. <i>Accepted April 25, 1859, and service reduced to once a week, and pay to \$100 per annum.</i>
F. M. Brantly, (after time).....	200.

Contract made with A. L. Robinson, dated April 25, 1859, at \$100 per annum.

Leave Rocky Mount Wednesday at 8 a. m.; arrive at Graniteville by 12 m.

Leave Graniteville Wednesday at 1 p. m.; arrive at Rocky Mount by 5 p. m.

ROUTE No. 6179.

From La Grange to Columbus, 44 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Owen & Pratt.....	\$4,000, two-horse hack.
E. A. & A. J. Dozier.....	3,500, two-horse coach, six times a week.
Eli Benson.....	2,490, two-horse coach.
	4,500, two-horse coach, six times a week.
Thomas Davis.....	1,850, 000.
	2,500, six times a week.
Harris & Stone.....	1,732, two-horse hack.
T. C. Miller.....	1,695.
J. Bexley.....	1,650, two-horse hack.
	3,275, two-horse hack.
John N. Swift.....	1,198, 000. <i>Accepted April 25, 1859.</i>
John Young, (after time).....	2,775, two-horse hack. <i>(Received April 4, 1859.)</i>

Contract made with John N. Swift, dated April 25, 1859, at \$1,198 per annum.

Leave La Grange Monday, Wednesday, and Friday, at 9½ a. m.; arrive at Columbus by 9½ p. m.

Leave Columbus Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at La Grange by 8 p. m.

ROUTE No. 6180.

From La Grange to Houston, 11 miles, and back, twice a week.

OFFERS AND CONTRACTS—GEORGIA

Bidders' names.	Sum per annum.
Thomas Davis.....	\$400.
T. M. & C. J. Dean.....	220.
A. L. Robinson.....	169.
B. Johnston.....	165.
T. S. Appleby.....	163.
Elizabeth J. Garrett.....	142. <i>Accepted April 25, 1859.</i>

Contract made with Elizabeth J. Garrett, dated April 25, 1859, at \$142 per annum.

Leave La Grange Tuesday and Friday at 12 m. ; arrive at Houston by 3½ p. m.

Leave Houston Tuesday and Friday at 8 a. m. ; arrive at La Grange by 11½ a. m.

ROUTE No. 6181.

From La Grange to Rock Mills, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Abel L. Robinson.....	\$271.
E. A. Dozier.....	269.
Littleton Pitts.....	239.
T. L. Appleby.....	219. <i>Accepted April 25, 1859.</i>
	305, twice a week.

Contract made with T. L. Appleby, dated April 25, 1859, at \$219 per annum.

Leave La Grange Friday at 12 m. ; arrive at Rock Mills next day by 11 a. m.

Leave Rock Mills Thursday at 12 m. ; arrive at La Grange next day by 11 a. m.

ROUTE No. 6182.

From Franklin to Houston, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
Ambrose R. Williams.....	\$125.
Abel L. Robinson.....	119.
T. L. Appleby.....	97.
B. Johnston.....	75.
Elizabeth J. Garrett.....	74.

(Not let.)

ROUTE No. 6183.

From Carrollton to Franklin, 37 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Long.....	\$700, twice a week.
T. M. Dean.....	345.
B. Johnston.....	324.
Abel L. Robinson.....	295.
Ambrose R. Williams.....	295.
Joseph C. Benson.....	290.
B. Johnston.....	274.
Eli Benson.....	190. <i>Accepted April 25, 1859.</i>

Contract made with Eli Benson, dated April 25, 1859, at \$190 per annum.

Leave Carrollton Wednesday at 6 a. m. ; arrive at Franklin by 6 p. m.

Leave Franklin Thursday at 6 a. m. ; arrive at Carrollton by 6 p. m.

ROUTE No. 6184.

From Villa Rica to Jacksonville, 64 miles, and back, once a week.

Bidders' names.	Sum per annum.
N. M. Robinson.....	\$6,500, two-horse hack, commence at Atlanta.
C. J. Dean.....	670.
John N. Swift.....	620.
B. F. Harris.....	600.
Abel L. Robinson.....	571.
E. A. Dozier.....	569.
Thomas P. Renfro.....	549.
Robert T. McCurdy.....	499. <i>Accepted April 25, 1859.</i>

Contract made with Robert T. McCurdy, dated April 25, 1859, at \$499 per annum
 Leave Villa Rica Wednesday at 8 a. m.; arrive at Jacksonville next day by 6 p. m.
 Leave Jacksonville Friday at 8 a. m.; arrive at Villa Rica next day by 6 p. m.

ROUTE No. 6185.

From Villa Rica to Cedartown, 36 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harris	\$410.
Thomas P. Renfro	394.
C. J. Dean	300.
Abel L. Robinson	275.
John N. Swift	249.
Andrew J. Goggans	198.
Ashbury C. Arnold	190. <i>Accepted April 25, 1859.</i>

Contract made with Ashbury C. Arnold, dated April 25, 1859, at \$190 per annum.
 Leave Villa Rica Tuesday at 7 a. m.; arrive at Cedartown by 6 p. m.
 Leave Cedartown Monday at 7 a. m.; arrive at Villa Rica by 6 p. m.

ROUTE No. 6186.

From Villa Rica to Van Wert, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harris	\$300.
Thomas P. Renfro	234.
Abel L. Robinson	199.
John N. Swift	149.
Robert T. McCurdy	125, ⁰⁰⁰ .

(Not let.)

ROUTE No. 6187.

From Villa Rica to Dallas, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harris	\$250 00.
Thomas P. Renfro	170 00.
John H. Brayer	79 90.
S. H. Dean	149 00.
Robert T. McCurdy	125 00, ⁰⁰⁰ .

(Not let.)

ROUTE No. 6188.

From Villa Rica to Flint Hill, 6 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas P. Renfro	\$119.
Robert T. McCurdy	50, ⁰⁰⁰ .
William M. Richards	26.

(Not let.)

ROUTE No. 6189.

From Marietta to Dahlonega, 66½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
Abel D. Robinson	\$3,000, two-horse hack.
Harris & Stone	2,436, two-horse hack.
J. N. Heggie	2,000, four-horse coach to Cumming; two-horse hack residue.
Harvey W. Riley	1,495.
T. P. Jackson	1,449, two-horse vehicle. <i>Accepted April 25, 1859.</i>
White & Rosseau	1,399, inadequate mode.

Contract made with T. P. Jackson, dated April 25, 1859, at \$1,449 per annum.

Leave Marietta Monday, Wednesday, and Friday, at 9 a. m.; arrive at Cumming by 7 p. m.

Leave Cumming Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Dahlonega by 3 p. m.

Leave Dahlonega Monday, Wednesday, and Friday, at 8 a. m.; arrive at Cumming by 5 p. m.

Leave Cumming Tuesday, Thursday, and Saturday, at 8½ a. m.; arrive at Marietta by 5 p. m.

ROUTE No. 6190.

From Marietta to Canton, 22½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
B. F. Harrie.....	\$1,100, hack.
A. L. Robinson.....	949, hack.
John N. Swift.....	749.
Harris & Stone.....	700, two-horse hack.
Thomas P. Renfro.....	698.
William P. Smith.....	639, two-horse hack.
White & Rosseau.....	590.
G. W. Pitman.....	566, two-horse hack.
Thomas N. White.....	529.
Bazzell Lowry.....	509, ^{ooo} . Accepted April 25, 1859.
George W. Patterson.....	495.

Contract made with Bazzell Lowry, dated April 25, 1859, at \$500 per annum.

Leave Marietta Monday, Wednesday, and Friday, at 9 a. m.; arrive at Canton by 3 p. m.

Leave Canton Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Marietta by 5 p. m.

ROUTE No. 6191.

From Marietta to Cedartown, 48 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Heggie & Tumbin.....	\$2,000, two-horse hack.
Harris & Stone.....	1,836, two-horse hack.
S. H. Dean.....	1,400.
Bazzell Lowry.....	1,350, ^{ooo} .
William J. Dyer.....	1,200, ^{ooo} .
Thomas P. Renfro.....	1,190.
Braswell & Bryant.....	1,124, ^{ooo} .
A. L. Robinson.....	1,000.
George T. Parker.....	945, ^{ooo} .
John N. Swift.....	900, ^{ooo} .

(Not let.)

ROUTE No. 6192.

From Marietta to Dallas, 18 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Thomas P. Renfro.....	\$499.
B. F. Harrie.....	400.
Charles D. Jenkins.....	399.
Braswell & Bryant.....	385, ^{ooo} .
L. Dean.....	350.
A. L. Robinson.....	235. Accepted April 25, 1859.
Braswell & Bryant.....	148, once a week, end at Lost Mountain.
John A. Dobbins.....	75, once a week, end at Lost Mountain.

Contract made with A. L. Robinson, dated April 25, 1859, at \$235 per annum.

Leave Marietta Tuesday and Friday at 9 a. m.; arrive at Dallas by 4½ p. m.

Leave Dallas Monday and Thursday at 10½ a. m.; arrive at Marietta by 5 p. m.

ROUTE No. 6193.

From Powder Springs to Fairburn, 26 miles, and back, once a week. Bids for more frequent trips invited; also, to commence the route at Marietta, 12 miles further.

Bidders' names.	Sum per annum.
Thomas P. Renfro	\$619.
Braswell & Bryant	494, ⁰⁰⁰ , commence at Marietta.
Drewey West	400, twice a week.
B. F. Harrie	350.
T. M. Dean	295.
	550, twice a week.
	375, commence at Marietta.
	700, commence at Marietta, twice a week.
Braswell & Bryant	280.
Drewey West	200, twice a week, end at New Manchester, with supply of Lost Mountain from Powder Springs.
Abel L. Robinson	199. <i>Accepted April 25, 1859; to commence at Marietta and end at New Manchester, twice a week, at pro rata.</i>

Contract made with Abel L. Robinson, dated April 25, 1859, at \$337 per annum.

Leave Marietta Tuesday and Friday at 12 m.; arrive at Powder Springs by 4 p. m.

Leave Powder Springs Wednesday and Saturday at 7 a. m.; arrive at New Manchester by 11 a. m.

Leave New Manchester Wednesday and Saturday at 12 m.; arrive at Powder Springs by 4 p. m.

Leave Powder Springs Tuesday and Friday at 7 a. m.; arrive at Marietta by 11 a. m.

ROUTE No. 6194.

From Roswell to Canton, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harrie	\$300, omit Freemansville.
Thomas N. White	300.
C. J. Dean	275.
John N. Swift	275.
Osborne Talbert	250. <i>Accepted April 25, 1859.</i>

Contract made with Osborne Talbert, dated April 25, 1859, at \$250 per annum.

Leave Roswell Saturday at 7 a. m.; arrive at Canton by 5 p. m.

Leave Canton Friday at 7 a. m.; arrive at Roswell by 5 p. m.

ROUTE No. 6195.

From Etowah to Etowah Depot, $3\frac{8}{10}$ miles, and back, daily.

Bidders' names.	Sum per annum.
Bazzell Lowrey	\$900, ⁰⁰⁰ .
Thomas P. Renfro	395.

Service performed by Etowah Railroad Company, at \$190 per annum.

ROUTE No. 6196.

From Cartersville to Van Wert, 20 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Harris & Stone	\$570, buggy.
B. F. Harrie	400.
Thomas P. Renfro	396.
Willis B. Bishop	300.
Thomas W. Sockwell	300.
James B. Dempsey	295.
Jennings F. Hulsey	280.
B. F. Campbell	275.
Asa Scott	248.
W. B. McGinnis	242, ⁰⁰⁰ , horse or buggy. <i>Accepted April 25, 1859.</i>
Wm. P. Bond, (after time)	390.

Contract made with Wm. B. McGinnis, dated April 25, 1859, at \$242 per annum.
 Leave Cartersville Tuesday and Friday at 1 p. m.; arrive at Van Wert by 7 p. m.
 Leave Van Wert Tuesday and Friday at 6 a. m.; arrive at Cartersville by 12 m.

ROUTE No. 6197.

From Cartersville to Dallas, 20½ miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harrie	\$300.
Thomas P. Renfro	198.
Robert T. McCurdy	150.
James A. Bell	145.
Solomon L. Strickland	120.
Noble N. Beal	100. <i>Accepted April 25, 1859.</i>

Contract made with Noble N. Beal, dated April 25, 1859, at \$100 per annum.
 Leave Cartersville Saturday at 1 p. m.; arrive at Dallas by 7 p. m.
 Leave Dallas Saturday at 6 a. m.; arrive at Cartersville by 12 m.

ROUTE No 6198.

From Kingston to Rome, 19 miles, and back, daily.

Bidder's name.	Sum per annum.
John P. King, president Georgia Railroad Company	\$1,108.

Contract made with the Georgia Railroad Company, dated July 27, 1859, at \$1,108 per annum.

Leave Kingston daily at ¾ p. m.; arrive at Rome by 2¼ p. m.
 Leave Rome daily at 9½ a. m.; arrive at Kingston by 11 a. m.

ROUTE No. 6199.

From Rome to Cedartown, 20 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Thomas Harvey	\$1,180, two-horse hack.
Thomas P. Renfro	494.
J. H. Wisdom	468, <i>ooo.</i>
Andrew J. Goggans	298.
Esom G. Logan	250. <i>Accepted April 25, 1859.</i>

Contract made with Esom G. Logan, dated April 25, 1859, at \$250 per annum.
 Leave Rome Monday, Wednesday, and Friday, at 3 p. m.; arrive at Cedartown by 10 p. m.
 Leave Cedartown Monday, Wednesday, and Friday at 5 a. m.; arrive at Rome by 12 m.

ROUTE No. 6200.

From Rome to Dirttown, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. M. Dean	\$190.
James Brownlow	170.
J. H. Wisdom	160, <i>ooo.</i>
B. F. Harrie	150.
John W. Gilliam	138. <i>Accepted April 25, 1859.</i>

Contract made with John W. Gilliam, dated April 25, 1859, at \$138 per annum.
 Leave Rome Monday at 2½ p. m.; arrive at Dirttown by 7½ p. m.
 Leave Dirttown Monday at 7 a. m.; arrive at Rome by 12 m.

ROUTE No. 6201.

From Rome to Centre, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
Benjamin F. Harrie	\$400.
Nimrod Jackson	375.
Thomas P. Renfro	324.
Thomas Harvey	238. <i>Accepted April 25, 1859.</i>

Contract made with Thomas Harvey, dated April 25, 1859, at \$238 per annum.
 Leave Rome Friday at 5 a. m.; arrive at Centre by 7 p. m.
 Leave Centre Saturday at 5 a. m.; arrive at Rome by 7 p. m.

ROUTE No. 6202.

From Cedartown to Pumpkin Pile, 8 miles, and back, once a week.

Bidder's name.	Sum per annum.
Leonard H. Walthall	\$49. <i>Accepted April 25, 1859.</i>

Contract made with Leonard H. Walthall, dated April 25, 1859, at \$49 per annum.
 Leave Cedartown Saturday at 2 p. m.; arrive at Pumpkin Pile by 5 p. m.
 Leave Pumpkin Pile Saturday at 10 a. m.; arrive at Cedartown by 1 p. m.

ROUTE No. 6203.

From Calhoun to Rome, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harrie	\$500.
James Brownlow	295.
J. H. Wisdom	260, 000 . <i>Accepted April 25, 1859.</i>

Contract made with J. H. Wisdom, dated April 25, 1859, at \$260 per annum.
 Leave Calhoun Friday at 1 p. m.; arrive at Floyd's Springs by 7 p. m.
 Leave Floyd's Springs Saturday at 5 a. m.; arrive at Rome by 9 a. m..
 Leave Rome Thursday at 9 a. m.; arrive at Floyd's Springs by 3 p. m.
 Leave Floyd's Springs Friday at 6 a. m.; arrive at Calhoun by 12 m.

ROUTE No. 6204.

From Resaca to Frick's Gap, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harrie	\$465.
Augustus B. Culberson	450.
Isaac N. Buckner	399.
Edward M. Bagby	395.
John R. Seay	282. <i>Accepted April 25, 1859.</i>
Augustus B. Culberson	320, schedule proposed.

Contract made with John R. Seay, dated April 25, 1859, at \$282 per annum.
 Leave Resaca Thursday at 6 a. m.; arrive at Frick's Gap next day by 10 a. m.
 Leave Frick's Gap Friday at 1 p. m.; arrive at Resaca next day by 6 p. m.

ROUTE No. 6205.

From Dalton to Cassville, 51 miles, and back, three times a week to Spring Place, and once a week the residue. Separate bids for the parts to and beyond Spring Place invited.

Bidders' names.	Sum per annum.
C. B. Tucker	\$290, commence at Spring Place.
William Carter	200, end at Spring Place.
	195, once a week, commence at Spring Place.
Jesse Holland	170, end at Spring Place.
Francis C. Farmer	159, part to Spring Place. <i>Accepted April 25, 1859.</i>
	259, part to Spring Place daily.

Contract made with Francis C. Farmer, dated April 25, 1859, at \$159 per annum.
 Leave Dalton Monday, Wednesday, and Friday, at 4 p. m.; arrive at Spring Place by 7 p. m.
 Leave Spring Place Monday, Wednesday, and Friday, at 8 a. m.; arrive at Dalton by 11 a. m.

ROUTE No. 6206.

From Ringgold to Lafayette, 24 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Thomas J. Tipton.....	\$275.
Brittain Edwards.....	140. <i>Accepted April 25, 1859.</i>

Contract made with Brittain Edwards, dated April 25, 1859, at \$140 per annum.
 Leave Ringgold Monday and Thursday at 1 p. m.; arrive at Lafayette by 8 p. m.
 Leave Lafayette Monday and Thursday at 5 a. m.; arrive at Ringgold by 12 m.

ROUTE No. 6207.

From Chattanooga, Tenn., to Cedar Grove, Georgia, 30 miles, and back, once a week.

Bidder's name	Sum per annum.
Nimrod Jackson.....	\$195 <i>Accepted April 25, 1859.</i>

Contract made with Nimrod Jackson, dated April 25, 1859, at \$195 per annum.
 Leave Chattanooga Friday at 8 a. m.; arrive at Cedar Grove by 6 p. m.
 Leave Cedar Grove Saturday at 8 a. m.; arrive at Chattanooga by 6 p. m.

ROUTE No. 6208.

From Ellejay to Copper Mines, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harnie.....	\$295.
George W. Pitman.....	216.
Philip Earley.....	205.
William Cox.....	198. <i>Accepted April 25, 1859.</i>

Contract made with William Cox, dated April 25, 1859, at \$198 per annum.
 Leave Ellejay Wednesday at 6 a. m.; arrive at Copper Mines by 6 p. m.
 Leave Copper Mines Thursday at 6 a. m.; arrive at Ellejay by 6 p. m.

ROUTE No. 6209.

From Ellejay to Jasper, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harnie.....	\$300.
Robert R. Hunt.....	220.
	320, twice a week.
Philip Earley.....	200.
Isaac Lindsey.....	100.
(Not let.)	

ROUTE No. 6210.

From Jasper to Talking Rock, 9 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harnie.....	\$52.
Isaac Lindsey.....	40. <i>Accepted April 25, 1859.</i>

Contract made with Isaac Lindsey, dated July 25, 1859, at \$40 per annum.
 Leave Jasper Saturday at 7 a. m.; arrive at Talking Rock by 11 a. m.
 Leave Talking Rock Saturday at 11½ a. m.; arrive at Jasper by 2½ p. m.

ROUTE No. 6211.

From Canton to Jasper, 24 miles, and back, twice a week.

Bidders' names.	Sum per annum.
L. Dean.....	\$545.
Thomas P. Renfro.....	570.
James Russell.....	466.

Bidders' names.	Sum per annum.
William P. Smith.....	\$420, two-horse hack.
Osborn Talbert.....	375.
John N. Swift.....	390.
Thomas N. White.....	300.
B. F. Harnie.....	300.
Isaac Lindsey.....	248. <i>Accepted April 25, 1859.</i>

Contract made with Isaac Lindsey, dated April 25, 1859, at \$248 per annum.

Leave Canton Tuesday and Saturday at 7 a. m.; arrive at Jasper by 5 p. m.

Leave Jasper Monday and Friday at 7 a. m.; arrive at Canton by 5 p. m.

ROUTE No. 6212.

From Canton to Ball Ground, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas P. Renfro.....	\$124.
Thomas N. White.....	100.
B. F. Harnie.....	75.

(Not let.)

ROUTE No. 6213.

From Foster's Mills to Canton, 6 miles, and back, once a week.

Bidders' names.	Sum per annum.
Isaac Knox.....	\$150, extend to Etowah.
Thomas P. Renfro.....	99.
Thomas N. White.....	95.

(Not let.)

ROUTE No. 6214.

From Dawsonville to Canton, 30 miles, and back, three times a week.

Bidders' names.	Sum per annum.
B. F. Harrie.....	\$975.
J. R. Barrett.....	974. No guaranty.
Thomas N. White.....	890, two-horse hack.
Andrew J. Logan.....	875, two-horse hack.
James B. Fowler.....	798, 000.
W. B. Hawks.....	775, two-horse hack.
John N. Swift.....	749.
James M. Bishop.....	744.
Bazzell Lowrey.....	740, 000.
Thomas P. Renfro.....	699.
Benjamin Clark.....	697.
Oliver P. Hyde.....	573. <i>Accepted April 25, 1859; service to be reduced to twice a week, and pay to \$382 per annum.</i>

Contract made with Oliver P. Hyde, dated April 25, 1859, at \$382 per annum.

Leave Dawsonville Monday and Friday at 7 a. m.; arrive at Canton by 5 p. m.

Leave Canton Tuesday and Saturday at 7 a. m.; arrive at Dawsonville by 5 p. m.

ROUTE No. 6215.

From Juno to Dahlonega, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harrie.....	\$150.
James M. Howell.....	60.
John C. Early.....	59.
Dempsey Rice.....	48.

(Not let.)

ROUTE No. 6216.

From Dahlonega to Spring Place, 67½ miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harrie.....	\$712.
John N. Swift.....	620.
Robert R. Hunt.....	398.
J. C. Early.....	390.
William Carter.....	375.
William Cox.....	297. <i>Accepted April 25, 1859.</i>

Contract made with William Cox, dated April 25, 1859, at \$297 per annum.

Leave Dahlonega Wednesday at 5 a. m.; arrive at Ellejay by 7 p. m.

Leave Ellejay Friday at 6 a. m.; arrive at Spring Place by 6 p. m.

Leave Spring Place Saturday at 6 a. m.; arrive at Ellejay by 6 p. m.

Leave Ellejay Tuesday at 5 a. m.; arrive at Dahlonega by 7 p. m.

ROUTE No. 6217.

From Dahlonega to Copper Mines, Tennessee, 57¼ miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harrie.....	\$645.
Wm. P. Smith.....	464.
J. C. Early.....	425.
Sam. H. Gibson.....	397.
Henry H. Walker.....	360, 000 .
	340. <i>Accepted April 25, 1859.</i>

Contract made with W. H. Walker, dated April 25, 1859, at \$340 per annum.

Leave Dahlonega Tuesday at 6½ a. m.; arrive at Stock Hill by 6 p. m.

Leave Stock Hill Wednesday at 6 a. m.; arrive at Copper Mines by 6 p. m.

Leave Copper Mines Thursday at 6 a. m.; arrive at Stock Hill by 6 p. m.

Leave Stock Hill Monday at 7 a. m.; arrive at Dahlonega by 6 p. m.

ROUTE No. 6218.

From Dahlonega to Dawsonville, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harrie.....	\$195.
J. D. McCroskey.....	88.
John Cooper.....	74, schedule reversed.
John J. Simonds.....	73.
John Hide.....	67.

(Not let.)

ROUTE No. 6219.

From Stock Hill to Carticay, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harrie.....	\$150.
Henry H. Walker.....	145.

(Not let.)

ROUTE No. 6220.

From Morganton to Cassville, 66½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
Henry H. Walker.....	\$1,600 00.
John M. Banton.....	4,200 00, horse to Ellejay; two-horse hack residue.
B. F. Harrie.....	1,275 50, hack.
William Cox.....	1,239 00, two-horse hack.
Philip Early.....	1,195 50, two-horse hack.
D. M. West.....	1,195 00, two-horse hack. <i>Accepted April 25, 1859.</i>

Contract made with D. M. West, dated April 25, 1859, at \$1,195 per annum.
 Leave Morganton Tuesday and Friday at 1 p. m.; arrive at Ellejay by 7 p. m.
 Leave Ellejay Wednesday and Saturday at 6 a. m.; arrive at Cassville by 7 p. m.
 Leave Cassville Monday and Thursday at 5 a. m.; arrive at Ellejay by 7 p. m.
 Leave Ellejay Tuesday and Friday at 6 a. m.; arrive at Morganton by 12 m.

ROUTE No. 6221.

From Blairsville to Morganton, 19 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Henry H. Walker.....	\$380, 000.
B. F. Harrie.....	300.
Thomas J. Boling.....	208.
Zadock R. Wright.....	195. <i>Accepted April 25, 1859.</i>

Contract made with Zadock R. Wright, dated April 25, 1859, at \$195 per annum.
 Leave Blairsville Tuesday and Friday at 6 a. m.; arrive at Morganton by 12 m.
 Leave Morganton Tuesday and Friday at 1 p. m.; arrive at Blairsville by 7 p. m.

ROUTE No. 6222.

From Blairsville to Dahlonega, 34 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harrie.....	\$400.
J. C. Early.....	195.
A. B. Wright.....	175. <i>Accepted April 25, 1859.</i>

Contract made with A. B. Wright, dated April 25, 1859, at \$175 per annum.
 Leave Blairsville Tuesday at 6 a. m.; arrive at Dahlonega by 6 p. m.
 Leave Dahlonega Monday at 6 a. m.; arrive at Blairsville by 6 p. m.

ROUTE No. 6223.

From Hiawassee to Blairsville, 18 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John C. Addison.....	\$575 00, and will extend over 6224.
B. F. Harrie.....	300 00.
Thomas J. Bowling.....	208 00.
Larkin H. Kerlee.....	194 00.
Richard & E. Boling.....	175 00.
Zadock A. Wright.....	165 00.
Elisha Carroll.....	159 50. <i>Accepted April 25, 1859.</i>

Contract made with Elisha Carroll, dated April 25, 1859, at \$159 50 per annum.
 Leave Hiawassee Wednesday and Saturday at 1 p. m.; arrive at Blairsville by 7 p. m.
 Leave Blairsville Wednesday and Saturday at 6 a. m.; arrive at Hiawassee by 12 m.

ROUTE No. 6224.

From Clayton to Hiawassee, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harrie.....	\$300 00.
John Burch.....	248 00.
J. H. Ashworth.....	230 00.
Larkin H. Kerlee.....	219 00.
John N. Parker.....	199 75.
John Thomas.....	195 00.
Miles Thompson.....	195 00.
Joseph W. Derrick.....	169 00.
	338 00, twice a week.
James Quillian.....	149 50.
	300 00, twice a week.

(Not let.)

ROUTE No. 6225.

From Clarksville to Murphey, N. C., 62 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Elisha Sanders	\$599.
John C. Addison	549. <i>Accepted April 25, 1859; service to be reduced to once a week, and pay to \$275 per annum.</i>

Contract made with John C. Addison, dated April 25, 1859, at \$275 per annum.

Leave Clarksville Wednesday at 1 p. m.; arrive at Murphey by 6 p. m.

Leave Murphey Tuesday at 6 a. m.; arrive at Clarksville by 12 m.

ROUTE No. 6226.

From Clarksville to Carnesville, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
John S. Williford	\$750, two-horse hack, connecting with 6237.
B. F. Harrie	350.
Wiley Thompson	293.
J. C. Addison	290, with branch to 5737.
Lewis Farrow	197.
	374, twice a week.
Alexander R. Thompson	175.
	300, twice a week.
Joel A. Laney	149.
M. W. Poor	149.
James W. Thomas	138.

(Not let.)

ROUTE No. 6227.

From Nacoochee to Gainesville, 39 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. C. Addison	\$450, embrace Landsville.
B. F. Harrie	400.
W. F. Hood	250.
Bartlett Jones	250.
William P. Smith	194.
Abram Anderson	180. <i>Accepted April 25, 1859.</i>

Contract made with Abram Anderson, dated April 25, 1859, at \$180 per annum.

Leave Nacoochee Saturday at 6 a. m.; arrive at Gainesville by 6 p. m.

Leave Gainesville Friday at 6 a. m.; arrive at Nacoochee by 6 p. m.

ROUTE No. 6228.

From Gainesville to Dahlonega, 25 miles, and back, three times a week.

Bidders' names.	Sum per annum.
J. C. Early	\$749 00.
Wiley F. Hood	650 00, two-horse hack.
David Martin	599 00.
Samuel A. Kelley	597 50.
Patrick O'Connor	543 00, two-horse hack.
William P. Smith	474 00, two-horse hack. <i>Accepted April 25, 1859.</i>

Contract made with William P. Smith, dated April 25, 1859, at \$474 per annum.

Leave Gainesville Monday, Wednesday, and Friday, at 7 a. m.; arrive at Dahlonega by 2 p. m.

Leave Dahlonega Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Gainesville by 4 p. m.

ROUTE No. 6229.

From Gainesville to Carnesville, 43½ miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harrie.....	\$600.
M. W. Pon.....	290.
Jesse T. Davis	173. <i>Accepted April 25, 1859.</i>
John C. Addison.....	100, Gillsville, <i>via</i> Oakland, to War Hill.

Contract made with Jesse T. Davis, dated April 25, 1859, at \$173 per annum.
 Leave Gainesville Friday at 6 a. m.; arrive at Carnesville by 6 p. m.
 Leave Carnesville Saturday at 6 a. m.; arrive at Gainesville by 6 p. m.

ROUTE No. 6230.

From Gainesville to Dawsonville, 23 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harrie	\$400.
Willey F. Hood	250.
Patrick O'Connor.....	198.
Absalom Carney.....	150. <i>Accepted April 25, 1859.</i>

Contract made with Wm. P. Smith, dated April 25, 1859, at \$112 per annum.
 Leave Gainesville Tuesday at 5 a. m.; arrive at Dawsonville by 12 m.
 Leave Dawsonville Tuesday at 1 p. m.; arrive at Gainesville by 8 p. m.

ROUTE No. 6231.

From Gainesville to Coal Mountain, 17 miles, and back, once a week.

Bidders' names.	Sum per annum.
Patrick O'Connor.....	—
B. F. Harrie.....	\$300.
Willey F. Hood	250.
William P. Smith.....	98.

(Not let.)

ROUTE No. 6232.

From Gainesville to Sulphur Springs, 6 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Pace.....	\$75. 50, extra for three times a week during watering season.
William P. Smith.....	39, and <i>pro rata</i> for three times a week.

(Not let.)

ROUTE No. 6233.

From Lawrenceville to Gainesville, 30 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Willey F. Hood	\$850, two-horse hack.
Bazzell Lowrey.....	700, 000 .
Robert Hope.....	545, two-horse hack.
William P. Smith	524, two-horse hack. <i>Accepted April 25, 1859.</i>
John C. Addison.....	425, two-horse hack, end at Carns.

Contract made with William P. Smith, dated April 25, 1859, at \$524 per annum.

Leave Lawrenceville Monday, Wednesday, and Friday at 12 m.; arrive at Gainesville by 8 p. m.

Leave Gainesville Tuesday, Thursday, and Saturday at 3 a. m.; arrive at Lawrenceville by 11 a. m.

ROUTE No. 6234.

From Lawrenceville to High Tower, 40 miles, and back, twice a week to Sheltonville, and once a week the residue.

Bidders' names.	Sum per annum.
B. F. Harrie	\$700.
S. H. Dean	475.
Martin Taylor	269.
Thomas Little	229.
Robert Hope	224, 000. <i>Accepted April 25, 1859.</i>
W. W. Brand	219.
Newman Green	218.

Contract made with Robert Hope, dated April 25, 1859, at \$224 per annum.

Leave Lawrenceville Monday and Thursday at 1 p. m.; arrive at Sheltonville by 4½ p. m.

Leave Sheltonville Monday and Thursday at 7 a. m.; arrive at Lawrenceville by 10½ a. m.

Leave Sheltonville Saturday at 7 a. m.; arrive at High Tower by ½ p. m.

Leave High Tower Saturday at 1½ p. m.; arrive at Sheltonville by 7½ p. m.

ROUTE No. 6235.

From Lawrenceville to Jefferson, 31½ miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Harrie	\$400 00.
T. M. Dean	298 00.
James J. Hariel	240 00.
Wiley L. Cameron	124 00.
Erwin Rainey	103 90. <i>Accepted April 25, 1859.</i>

Contract made with Erwin Rainey, dated April 25, 1859, at \$104 per annum.

Leave Lawrenceville Friday at 1 p. m.; arrive at Mulberry by 7 p. m.

Leave Mulberry Saturday at 8 a. m.; arrive at Jefferson by 12 m.

Leave Jefferson Saturday at 1 p. m.; arrive at Mulberry by 5 p. m.

Leave Mulberry Friday at 6 a. m.; arrive at Lawrenceville by 12 m.

ROUTE No. 6236.

From Athens to Anderson's C. H., S. C., 71½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
H. B. & J. L. Arnold	\$1,660, two-horse hack.
R. R. Sautler	1,450, two-horse hack.
John C. Addison	1,400, two-horse coach, end at Hartwell.
David B. Langston	1,323, four-horse coach to Madison Springs, and two-horse coach residue. <i>Accepted April 25, 1859.</i>

Contract made with David B. Langston, dated April 25, 1859, at \$1,323 per annum.

Leave Athens Monday, Wednesday, and Friday at 10 a. m.; arrive at Madison Springs by 3 p. m.

Leave Madison Springs Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Anderson C. H. by 6 p. m.

Leave Anderson C. H. Monday, Wednesday, and Friday at 8 a. m.; arrive at Madison Springs by 8 p. m.

Leave Madison Springs Tuesday, Thursday, and Saturday at 5 a. m.; arrive at Athens by 10 a. m.

ROUTE No. 6237.

From Athens to Pendleton, S. C., 70 miles, and back, three times a week.

Bidders' names.	Sum per annum.
R. R. Sautler	\$2,500, two-horse hack.
John S. Williford	2,470, two-horse coach.
	2,250, two-horse hack, commence at Madison Springs and supply Planter's Stand and Fort Lamar once a week.
John S. Willeford	2,110, two-horse hack, commence at Madison Springs and supply Planter's Stand and Fort Lamar once a week.
Alexander R. Thomason	1,450, 000 .
(Not let.)	

ROUTE No. 6238.

From Athens to Clarksville, 59 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John C. Addison	\$1,600, two-horse coach.
Wm. P. Smith	1,572, two-horse coach.
R. R. Sautler	1,075, buggy.
Wiley Thompson	1,044, two-horse hack. <i>Accepted April 25, 1859.</i>
J. S. Williford	350, once a week.

Contract made with Wiley Thompson, dated April 25, 1859, at \$1,044 per annum.

Leave Athens Monday, Wednesday, and Friday, at 11 a. m.; arrive at Gillsville by 6 p. m.

Leave Gillsville Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Clarksville by 1 p. m.

Leave Clarksville Monday, Wednesday, and Friday, at 11½ a. m.; arrive at Gillsville by 6 p. m.

Leave Gillsville Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Athens by 1 p. m.

ROUTE No. 6239.

From Athens to Gainesville, 41½ miles, and back, three times a week.

Bidders' names.	Sum per annum.
R. R. Sautler	\$1,250, two-horse coach.
John C. Addison	1,200, two-horse coach.
William P. Smith	1,400, two-horse hack.
John S. Williford	990, 000 .
Harrison Martin	950.
P. O'Connor	948, two-horse hack.
J. C. Addison	825, buggy.
Wiley T. Hood	880, two-horse hack.
Josiah A. Clark	769, 000 . <i>Accepted April 25, 1859.</i>

Contract made with Josiah A. Clark, dated April 25, 1859, at \$769 per annum.

Leave Athens Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Gainesville by 6 p. m.

Leave Gainesville Monday, Wednesday, and Friday, at 9 a. m.; arrive at Athens by 6 p. m.

ROUTE No. 6240.

From Athens to Fort Lamar, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
George W. Aaron	\$198, buggy.
R. R. Sautler	185. <i>Accepted April 25, 1859.</i>

Contract made with R. R. Sautler, dated April 25, 1859, at \$185 per annum.

Leave Athens Friday at 8 a. m.; arrive at Fort Lamar by 6 p. m.

Leave Fort Lamar Thursday at 8 a. m.; arrive at Athens by 6 p. m.

ROUTE No. 6241.

From Maysville to Bushville, 12½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Patrick O'Connor.....	\$148.
J. C. Addison.....	125.
Christopher Meaders.....	80.
	150, twice a week.
John J. Mize.....	75. <i>Accepted April 25, 1859.</i>

Contract made with John J. Mize, dated April 25, 1859, at \$75 per annum.

Leave Maysville Friday at 11 a. m.; arrive at Bushville by 3 p. m.

Leave Bushville Friday at 7½ a. m.; arrive at Maysville by 10½ a. m.

ROUTE No. 6242.

From Gillsville to Middle River, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
John C. Addison.....	\$149.
D. P. Casey.....	100. <i>Accepted April 25, 1859.</i>
John J. Mize, (after time).....	200, or
	100, commence at Bushville.

Contract made with D. P. Casey, dated April 25, 1859, at \$100 per annum.

Leave Gillsville Tuesday at 6 a. m.; arrive at Middle Ridge by 12 m.

Leave Middle Ridge Tuesday at 1 p. m.; arrive at Gillsville by 7 p. m.

ROUTE No. 6243.

From Carnesville to Jefferson, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
C. J. Dean.....	\$290.
Marcus W. Parr.....	140.
L. Farren.....	124, end at Harmony Grove.
John C. Addison.....	100, end at Harmony Grove. <i>Accepted April 25, 1859.</i>

Contract made with John C. Addison, dated April 25, 1859, at \$100 per annum.

Leave Carnesville Friday at 5 a. m.; arrive at Harmony Grove by 12 m.

Leave Harmony Grove Friday at 1 p. m.; arrive at Carnesville by 8 p. m.

ROUTE No. 6244.

From Carnesville to Walton's Ford, 19 miles, and back, once a week.

Bidders' names.	Sum per annum.
L. Dean.....	\$190.
Littleton Edge.....	150.
M. W. Parr.....	90.
James A. Doyle.....	80. <i>Accepted April 25, 1859.</i>

Contract made with James A. Doyle, dated April 25, 1859, at \$80 per annum.

Leave Carnesville Friday at 1 p. m.; arrive at Walton's Ford by 7 p. m.

Leave Walton's Ford Friday at 6 a. m.; arrive at Carnesville by 12 m.

ROUTE No. 6245.

From Madison Springs to Carnesville, 15 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John C. Addison.....	\$850, supply Fort Lamar and run a branch once a week from Fort Lamar to Planter's Stand, and also supply Bald Spring.
L. Farren.....	253.
Alexander R. Thomason.....	225.
M. W. Parr.....	190.
James W. Thomas.....	175. <i>Accepted April 25, 1859.</i>

Contract made with James W. Thomas, dated April 25, 1859, at \$175 per annum.

Leave Madison Springs, Monday, Wednesday, and Friday, at 3½ p. m.; arrive at Carnesville by 8 p. m.

Leave Carnesville Monday, Wednesday, and Friday, at 9 a. m.; arrive at Madison Springs by 2 p. m.

ROUTE No. 6246.

From Lexington to Lexington Depot, 3 miles, and back, twelve times a week.

Bidders' names.	Sum per annum.
Francis M. Wilson	\$500 00, one-horse buggy.
John Pace	348 00.
Franklin Griffin	340 00.
E. Pace	333 33.
John M. Partlow	300 00, two-horse vehicle. <i>Accepted April 25, 1859.</i>
Thomas P. Renfro	299 00, (inadequate.)

Contract made with John M. Partlow, dated April 25, 1859, at \$300 per annum.

Leave Lexington daily, except Sunday, at 7½ a. m. and 1 p. m.; arrive at Lexington Depot by 8½ a. m. and 2 p. m.

Leave Lexington Depot daily, except Sunday, at 9 a. m. and 3 p. m.; arrive at Lexington by 10 a. m. and 4 p. m.

ROUTE No. 6247.

From Lexington to Anderson C. H., South Carolina, 69 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John M. Partlow	\$1,400, two-horse vehicle.
Franklin Griffin	1,190. <i>Accepted April 25, 1859.</i>

Contract made with Franklin Griffin, dated April 25, 1859, at \$1,190 per annum.

Leave Lexington Monday and Friday at 9 a. m.; arrive at Anderson C. H. next days by 5 p. m.

Leave Anderson C. H. Monday and Friday at 8 a. m.; arrive at Lexington next days by 10½ a. m.

ROUTE No. 6248.

From Lexington to Watkinsville, 21 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Thomas P. Renfro	\$345.
John S. Williford	239.
Elijah Cummins	150.

(Not let.)

ROUTE No. 6249.

From Montevideo to Anderson C. H., South Carolina, 19 miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 6250.

From Washington to Abbeville, South Carolina, 43 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William B. Berry	\$4,200, four-horse coach.
R. R. Sautler	1,200, four-horse coach.
Louis L. Moore	1,200, 000 .
James E. Wuddy	1,086, four-horse coach, end at Delhi.
	986, four-horse coach.
Francis M. Wilson	850, one-horse buggy.
	50 additional to end at Delhi.
Philip S. Rutledge	750. <i>Accepted April 25, 1859.</i>

Contract made with Philip S. Rutledge, dated April 25, 1859, at \$750 per annum.

Leave Washington Tuesday, Thursday, and Saturday at 9½ a. m.; arrive at Abbeville by 9 p. m.

Leave Abbeville Monday, Wednesday, and Friday at 8 a. m.; arrive at Washington by 6 p. m.

ROUTE No. 6251.

From Washington to Elberton, 31 miles, and back, once a week.

Bidder's name.	Sum per annum.
James E. Wuddy.....	\$600, twice a week; two-horse coach. <i>Accepted April 25, 1859; service reduced to once a week, and pay to \$300 per annum.</i>

Contract made with James E. Wuddy, dated April 25, 1859, at \$300 per annum.

Leave Washington Friday at 9 a. m.; arrive at Elberton by 6 p. m.

Leave Elberton Thursday at 9 a. m.; arrive at Washington by 6 p. m.

ROUTE No. 6252.

From Washington to Centreville, 12 miles, and back, once a week.

Bidder's name.	Sum per annum.
Dolford H. Silvey.....	\$65.
(Not let.)	

ROUTE No. 6253.

From Washington to Rehoboth, 9 miles, and back, once a week.

Bidder's name.	Sum per annum.
George Wolf	\$60.
(Not let.)	

ROUTE No. 6254.

From Elberton to Carnesville, 37 miles, and back, once a week.

Bidders' names.	Sum per annum.
L. Farrow.....	\$205.
Marcus W. Parr.....	149. <i>Accepted April 25, 1859.</i>

Contract made with Marcus W. Parr, dated April 25, 1859, at \$149 per annum.

Leave Elberton Tuesday at 5 a. m.; arrive at Carnesville by 7 p. m.

Leave Carnesville Wednesday at 5 a. m.; arrive at Elberton by 7 p. m.

ROUTE No. 6255.

From Anthony's Shoals to Elberton, 18 miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 6256.

From Raysville to Goshen, 20 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Samuel Glaze.....	\$400. <i>Accepted April 25, 1859; and service reduced to once a week, and pay to \$200 per annum.</i>
	500, three times a week.

Contract made with Samuel Glaze, dated April 25, 1859, at \$200 per annum.

Leave Raysville Thursday at 11 a. m.; arrive at Goshen by 5 p. m.

Leave Goshen Wednesday at 4 p. m.; arrive at Raysville next day by 10 a. m.

ROUTE No. 6257.

From Spring Place to Cassville, 39 miles, and back, once a week.

Bidders' names,	Sum per annum.
William Carter	\$195. <i>Accepted April 25, 1859.</i>
C. B. Tucker	290.

Contract made with William Carter, dated April 25, 1859, at \$195 per annum.

Leave Spring Place Friday at 6 a. m.; arrive at Cassville by 6 p. m.

Leave Cassville Saturday at 6 a. m.; arrive at Spring Place by 6 p. m.

FLORIDA.

ROUTE No. 6501.

From Fernandina to Charleston, South Carolina, 180 miles, and back, in steamers, six times a week, or daily if connecting routes so run.

Bidder's name.	Sum per annum.
Florida Railroad Company by Ed. N. Dickerson, vice-president.	\$36,000, through in 15 hours. <i>Accepted April 25, 1859.</i>

Contract made with the Florida Railroad Company, dated April 25, 1859, at \$36,000 per annum. (Permission given to defer commencement of service till November 1, 1859.)

Leave Fernandina daily, except Sunday, (or daily,) at 2 a. m.; arrive at Charleston by 2 p. m.

Leave Charleston daily, except Sunday, (or daily,) at 9½ m.; arrive at Fernandina by 9½ p. m.

ROUTE No. 6502.

From Fernandina to Gainesville, 100 miles, and back, six times a week, or daily if connecting routes so run.

Service performed six times a week by the Florida Railroad Company, at \$9,800 per annum.

ROUTE No. 6503.

From Callahan to Trader's Hill, 35 miles, and back, twice a week.

Bidders' names.	Sum per annum.
A. J. King	\$1,194, two-horse coach.
James N. O'Neill	1,190.
Brooks & Tracy	1,019.
John E. Bryant	970. <i>Accepted April 25, 1859.</i>

Contract made with John E. Bryant, dated April 25, 1859, at \$970 per annum.

Leave Callahan Tuesday and Saturday at 12 night; arrive at Trader's Hill next days by 12 m.

Leave Trader's Hill Tuesday and Saturday at 11 a. m.; arrive at Callahan by 11 p. m., or in time for cars.

ROUTE No. 6504.

From Lewisville to Callahan, 8 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. N. Green	\$150.
David M. Lewis	94.
Ezekiel Osteen	70. No guaranty.
David M. Lewis	64. <i>Accepted April 25, 1859.</i>

Contract made with David M. Lewis, dated April 25, 1859, at \$64 per annum.

Leave Lewisville Tuesday at 8 a. m.; arrive at Callahan by 10 a. m.

Leave Callahan Tuesday at 2 p. m.; arrive at Lewisville by 4 p. m.

ROUTE No. 6505.

From Jacksonville to Tallahassee, 194 miles, and back, six times a week, or daily if connecting routes so run.

Bidders' names.	Sum per annum.
Taylor & Brimmer.....	\$44,000, four-horse coach ; withdrawn. 36,000, coach ; through in 48 hours.
Hart, Mason & Merrill....	40,000, 000 . 33,500, stages part 000 , reduceable as gap between railroad diminishes. 23,000, three times a week, four-horse coach to run between terminus of Atlantic and Gulf Railroad and terminus of Pennsacola and Georgia Railroad, in 36 hours. 22,000, three times a week 000 in 36 hours ; stage service between railroad and depot.
Lewis H. Mattair.....	20,949, six times a week, four-horse coach. <i>Accepted April 25, 1859.</i>
P. A. Stockton.....	17,800, 000 , commence at Baldwin and end at Monticello or Walker's Mill ; average, four-horse stage.
Hart, Mason & Merrill.....	17,000, twice a week, stages 000 , in 36 hours.
P. A. Stockton.....	10,000, 000 . Baldwin to Monticello or Walker's Mills.

Contract made with Lewis H. Mattair, dated April 25, 1859, at \$20,949 per annum.

Leave Jacksonville daily, except Sunday, (or daily,) at 1½ a. m. ; arrive at Tallahassee next days by 9½ a. m.

Leave Tallahassee daily, except Sunday, (or daily,) at 4 p. m. ; arrive at Jacksonville next days by 12 night.

ROUTE No. 6506.

From Trail Ridge to Middleburg, 15 miles, and back, three times a week.

Bidders' names.	Sum per annum.
H. Broad.....	\$800.
Lewis Thompson.....	790, two-horse hack.
Samuel B. Thompson.....	775.
Stuckey & Rogers.....	648, 000 . <i>Accepted April 25, 1859.</i>

Contract made with Stuckey & Rogers, dated April 25, 1859, at \$648 per annum.

Leave Trail Ridge Tuesday, Thursday, and Saturday, at 2 a. m. ; arrive at Middleburg by 6 a. m.

Leave Middleburg, Tuesday, Thursday, and Saturday, at 4 p. m. ; arrive at Trail Ridge by 8 p. m.

ROUTE No. 6507.

From New River to Trail Ridge, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$194.
J. F. B. McKinney.....	100. <i>Accepted April 25, 1859.</i>

Contract made with J. F. B. McKinney, dated April 25, 1859, at \$100 per annum.

Leave New River Saturday at 1 p. m. ; arrive at Trail Ridge by 5 p. m.

Leave Trail Ridge Saturday at 8 a. m. ; arrive at New River by 12 m.

ROUTE No. 6508.

From Starke to Pilatka, 66 miles, and back, once a week.

Bidder's name.	Sum per annum.
John C. Richards.....	\$1,050, twice a week ; 000 . 1,300, three times a week.

(Not let.)

ROUTE No. 6509.

From Starke to Providence, 36 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. J. Prevatt.....	\$1,500, three times a week, two-horse coach.
	1,000, twice a week, two-horse hack.
William C. Hazel.....	700, 000.
Stuckey & Rogers.....	448, 000.
	850, twice a week.
	1,250, three times a week.
William C. Hazel.....	364.
John Brown.....	250.
	450, twice a week.
	625, three times a week.

(Not let.)

ROUTE No. 6510.

From Gainesville to Tampa, 165 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Hart, Mason & Merrill	\$17,000, four-horse post coach.
	12,500, four-horse coach to Ocala; two-horse coach residue.
	10,500, 000.
C. A. Ramsey.....	8,900, 000. <i>Accepted April 25, 1859.</i>

Contract made with C. A. Ramsey, dated April 25, 1859, at \$8,900 per annum.

Leave Gainesville Tuesday, Thursday, and Saturday at 5 a. m.; arrive at Tampa next days by 11 p. m.

Leave Tampa Monday, Wednesday, and Friday at 1 a. m.; arrive at Gainesville next days by 7 p. m.

ROUTE No. 6511.

From Gainesville to Newnansville, 23 miles, and back, three times a week.

Bidders' names.	Sum per annum.
L. M. Scarborough	\$2,200, four-horse coach.
Hart, Mason & Merrill	1,500, 000.
L. M. Scarborough	1,450, 000. <i>Accepted April 25, 1859; Fort Black to be omitted, and pay reduced to \$1,135 per annum.</i>
Stuckey & Rogers.....	780, inadequate.

Contract made with L. M. Scarborough, dated April 25, 1859, at \$1,135 per annum.

Leave Gainesville Tuesday, Thursday, and Saturday at 5 a. m.; arrive at Newnansville by 11 a. m.

Leave Newnansville Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Gainesville by 7 p. m.

ROUTE No. 6512.

From Micanopy to Wacahootie, 12 miles, and back, twice a week.

(No bidders.)

ROUTE No. 6513.

From Orange Springs to Micanopy, 28 miles, and back, twice a week. Bids to extend to Wacahootie invited.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$980.
John W. Woods	600.
	750, as invited.
J. W. Pearson	400, extend to Wacahootie at <i>pro rata</i> . <i>Accepted April 25, 1859. Extend to Wacahootie at \$171 additional.</i>

Contract made with J. W. Pearson, dated April 25, 1859, at \$571 per annum.
 Leave Orange Springs Monday and Friday at 9 a. m.; arrive at Wacahootie by 9 p. m.
 Leave Wacahootie Tuesday and Saturday at 3 a. m.; arrive at Orange Springs by 3 p. m.

ROUTE No. 6514.

From Orange Springs to Flemington, 31 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$598.
David L. White, jr.....	310.
John W. Woods	600, twice a week.
	300. <i>Accepted April 25, 1859.</i>

Contract made with John W. Woods, dated April 25, 1859, at \$300 per annum.
 Leave Orange Springs Monday at 8 a. m.; arrive at Flemington by 5 p. m.
 Leave Flemington Tuesday at 8 a. m.; arrive at Orange Springs by 5 p. m.

ROUTE No. 6515.

From Ocala to Bayport, 76 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Burkett & Allen.....	\$4,000, two-horse stages.
Cyprian T. Jenkins	1,250. <i>Accepted April 25, 1859.</i>

Contract made with Cyprian T. Jenkins, dated April 25, 1859, at \$1,250 per annum.
 Leave Ocala Sunday and Wednesday at 5 a. m.; arrive at Bayport next days by 11 a. m.
 Leave Bayport Monday and Thursday at 2 p. m.; arrive at Ocala next days by 6 p. m.

ROUTE No. 6516.

From Silver Spring to Ocala, 7 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Hart, Mason & Merrill	\$375.
Charles W. Watkins.....	250. <i>Accepted April 25, 1859; service to be reduced to once a week, and pay to \$125 per annum.</i>

Contract made with Charles W. Watkins, dated April 25, 1859, at \$125 per annum.
 Leave Silver Spring Saturday at 2 p. m.; arrive at Ocala by 4 p. m.
 Leave Ocala Saturday at 9 a. m.; arrive at Silver Spring by 11 a. m.

ROUTE No. 6517.

From Silver Spring to Belamy Station, 52 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John W. Woods.....	\$1,900,  , as invited.
J. W. Pearson	1,500, embrace Iola.
David L. White	1,500, embrace Iola.
Hubbard L. Hart	1,400,  , as invited.

(Not let.)

ROUTE No. 6518.

From Charleston, S. C., to Pilatka, Florida, 300 miles, and back, once a week.

Service performed by the Florida Steam Packet Company, once a week, at \$70 per round trip.

ROUTE No. 6519.

From Magnolia Mills to Chesuwiskia, 10 miles, and back, once a week.

(No bidders.)

ROUTE No. 6520.

From George's Lake to Magnolia Mills, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
Arthur Bundy	\$156.
Oliver Drew	104. <i>Accepted April 25, 1859.</i>

Contract made with Oliver Drew, dated April 25, 1859, at \$104 per annum.
 Leave George's Lake Saturday at 5 a. m.; arrive at Magnolia Mills by 12 m.
 Leave Magnolia Mills Saturday at 1 p. m.; arrive at George's Lake by 8 p. m.

ROUTE No. 6521.

From St. Augustine to Picolata, 18 miles, and back, four times a week.

Bidders' names.	Sum per annum.
Hubbard L. Hart	\$2,200, four-horse post coach, ***.
William Boyd	1,200, one-horse vehicle.
Robert Mickley	1,000, two-horse coach.
M. Sanches	1,200, ***.
	740.
	700.
Nathaniel Henry	400. <i>Accepted April 25, 1859.</i>

Contract made with Nathaniel Henry, dated April 25, 1859, at \$400 per annum.
 Leave St. Augustine Tuesday, Wednesday, Thursday, and Saturday at 6 a. m.; arrive at Picolata by 1 p. m.
 Leave Picolata Tuesday, Wednesday, Thursday, and Saturday at 6 p. m.; arrive at St. Augustine by 11 p. m.

ROUTE No. 6522.

From Pilatka to Ocala, 54 miles, and back, twice a week. Bids for an additional trip per week invited.

Bidder's name.	Sum per annum.
Hart, Mason & Merrill	\$4,250, three times a week from 1st October to 1st July, twice a week the residue.
	4,000, three times a week, ***.
	3,750, four-horse coach.
	3,000, ***.
	1,500, ***. <i>Accepted April 25, 1859.</i>
	1,900, three times a week.

Contract made with Hart, Mason & Merrill, dated April 25, 1859, at \$1,500 per annum
 Leave Pilatka Monday and Wednesday at 1 a. m.; arrive at Ocala by 4 p. m.
 Leave Ocala Tuesday and Thursday at 9 a. m.; arrive at Pilatka by 12 night.

ROUTE No. 6523.

From Pilatka to Bellamy Station, 50 miles, and back, once a week.

Bidder's name.	Sum per annum.
Hubbard L. Hart	\$1,150, ***.

(Not let.)

ROUTE No. 6524.

From Pilatka to Mellonville, 125 miles, and back, once a week.

Bidder's name.	Sum per annum.
Jacob Brock	\$1,800, steamboats. <i>Accepted April 25, 1859.</i>

Contract made with Jacob Brock, dated April 25, 1859, at \$1,800 per annum.
 Leave Pilatka Monday at 6 a. m.; arrive at Mellonville by 10 p. m.
 Leave Mellonville Wednesday at 6 a. m. arrive at Pilatka by 8 p. m.

ROUTE No. 6525.

From Welaka to Pilatka, 25 miles, and back, once a week.

Bidder's name.	Sum per annum.
Norman McRea, (after time) ...	—

(Not let.)

ROUTE No. 6525.

From Fort Gates to Ocala, 35 miles, and back, once a week.

(No bidders.)

ROUTE No. 6527.

From Adamsville to Hawkinsville, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
David G. Leigh	\$500.
James Hull	375.
Alvin M. Ballard	370. <i>Accepted April 25, 1859.</i>

Contract made with Alvin M. Ballard, dated April 25, 1859, at \$370 per annum.

Leave Adamsville Friday at 3 p. m.; arrive at Hawkinsville next day by 6 p. m.

Leave Hawkinsville Thursday at 8 a. m.; arrive at Adamsville next day by 12 m.

ROUTE No. 6528.

From Enterprise to New Smyrna, 30 miles, and back, once a week.

Bidder's name.	Sum per annum.
John D. Sheldon	\$400, two-horse carriage. <i>Accepted April 25, 1859.</i>

Contract made with John D. Sheldon, dated April 25, 1859, at \$400 per annum.

Leave Enterprise Wednesday at 6 a. m.; arrive at New Smyrna by 6 p. m.

Leave New Smyrna Tuesday at 6 a. m.; arrive at Enterprise by 6 p. m.

ROUTE No. 6529.

From Mellenville to Bayport, 121 miles, and back, once a week. Bids to commence at Pierceville invited.

Bidders' names.	Sum per annum.
Jonathan C. Stewart	\$1,550, end at Pierceville.
Hart, Mason & Merrill	1,500, twice a week; commence at Pierceville, running in connexion with route No. 6510, and boats on 6543; six hours allowed between the points.
John C. Stewart	1,495.
David G. Leigh	1,400, buggy.
C. J. McMinn	1,350, two-horse stages from Sumterville to Pierceville.
Jonathan C. Stewart	1,350, schedule proposed.
John Hughey	1,300, covered buggy.
Joseph M. Taylor	1,249, two-horse hack, commence at Pierceville.
C. J. McMinn	1,240, four-horse coach, commence at Pierceville.
Cyprian T. Jenkins	1,000, two-horse coach, commence at Pierceville.
Asa Emanuel	800, schedule proposed
Isaac N. Rutland	600, end at Adamsville.
John Abbit, (after time)	795, received April 9.

(Not let.)

ROUTE No. 6530.

From Mellenville to Orlando, 26½ miles, and back, once a week.

Bidders' names.	Sum per annum.
James McRay	\$6,200, two-horse hack, extend to Tampa.
James Yates	995, extend to Tampa.
Moses Jernigan	905, between Orlando and Tampa.
Henry Overstreet	875.
Wm. H. Tyler	780, between Orlando and Tampa.
John Patrick	760, as invited.
Jas. P. Hughey	476, two-horse carriage.
Isaac Winegard	173.
	899, extend to Tampa.
Moses Jernigan	141.
Henry Overstreet	120.
James P. Hughey	118. <i>Accepted April 25, 1859.</i>

Contract made with James P. Hughey, dated April 25, 1859, at \$118 per annum
 Leave Mellenville Tuesday at 1 p. m.; arrive at Orlando by 9 p. m.
 Leave Orlando Tuesday at 5 a. m.; arrive at Mellenville by 12 m.

ROUTE No. 6531.

From New Smyrna to Indian River, 120 miles, and back, twice a month.

Bidders' names.	Sum per annum.
Asa A. Stewart.....	\$2,000, 000.
James Paine	600, sail-boat.
J. D. Sheldon.....	490.
James A. Russell.....	400, half-deck boats. <i>Accepted April 25, 1859.</i>

Contract made with James A. Russell, dated April 25, 1859, at \$400 per annum.

Leave New Smyrna on the 1st and 3d Thursdays of each month; arrive at Indian River in six days.

Leave Indian River on the 2d and 4th Wednesdays of each month; arrive at New Smyrna in six days.

ROUTE No. 6532.

From Orlando to Adamsville, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
Enoch E. Mizell.....	\$2,000.
David G. Leigh	600.
Clement B. Mosely.....	575.
Moses Jernigan.....	559.
James P. Hughey.....	479.
	475, by north side of lake.
Henry Overstreet.....	375.
Wm. M. Tyley.....	389.

(Not let.)

ROUTE No. 6533.

From Tampa to Ichepuckesassa, 37 miles, and back, once a week.

Bidders' names.	Sum per annum.
James McRay.....	\$3,200 00, via Alafia to Fort Meade, two-horse hack.
Joel L. Lockhart	2,350 00, two-horse hack, as invited.
James P. Brown.....	1,000 00, once a week to Fort Meade, as invited.
	3,100 00, twice a week to Fort Meade.
	2,000 00, twice a week to Fort Meade.
Wm. Hughes.....	997 00, twice a week.
	498 50, once a week.
John Mooney.....	280 00, once a week. <i>Accepted April 25, 1859.</i>

Contract made John Mooney, dated April 25, 1859, at \$280 per annum.

Leave Tampa Tuesday at 6 p. m.; arrive at Ichepuckesassa next day by 5 p. m.

Leave Ichepuckesassa Monday at 5 p. m.; arrive at Tampa next day by 4 p. m.

ROUTE No. 6534.

From Tampa to Manatee, 40 miles, and back, once a week. Proposals for more frequent trips invited; also separate bids for weekly service from Tampa to Old Tampa Bay.

Bidders' names.	Sum per annum.
James McRay.....	\$5,600, twice a week, steamboats.
Henry A. Clark	1,000, twice a week, sail vessel.
James Simms	750, sail vessel.
H. A. Clark.....	730, sail vessel.
Frank Girard.....	590, schooner.
James Simms.....	550, sloop. <i>Accepted April 25, 1859.</i>
Madison Post.....	475, 000, between Tampa and Old Tampa Bay
Thomas C. Wylie.....	300, to Old Tampa Bay.

Contract made with James Simms, dated April 25, 1859, at \$550 per annum.
 Leave Tampa Monday at 7 a. m.; arrive at Manatee next day by p. m.
 Leave Manatee Wednesday at 7 a. m.; arrive at Tampa next day by 4 p. m.

ROUTE No. 6535.

From Key West to Miami, 175 miles, and back, once a month. Bids for semi-monthly and also for weekly service invited.

Bidders' names.	Sum per annum.
L. M. Shafer.....	\$2,400, four times a month, sail vessel.
Frederick Filer.....	2,000, staunch, strong sail vessel.
Frederick & Samuel Filer.....	2,000, once a week, sail vessel; ooo , department to make schedule.
Frederick Filer.....	1,100, twice a month, strong sail vessel.
Frederick & Samuel Filer.....	1,000, twice a month, sail vessel, ooo .
L. M. Shafer.....	980, twice a month, sail vessel.
Benjamin Curry.....	800, twice a month, sail vessel, not less than 35 tons.
John T. Lowe.....	575, sail vessel, not less than 40 tons.
	750, twice a month, sail vessel, not less than 40 tons.
L. M. Shafer.....	640, sail vessel.
Frederick Filer.....	600, staunch, strong sail vessel.
Frederick & Samuel Filer.....	500, ooo .
Benjamin Curry.....	480, sail vessel. <i>Accepted April 25, 1859.</i>

Contract made with Benjamin Curry, dated April 25, 1859, at \$480 per annum.
 Leave Key West on the 8th of each month; arrive at Miami by the 13th.
 Leave Miami on the 19th of each month; arrive at Key West by the 24th.

ROUTE No. 6536.

From Clear Water Harbor to Tampa, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
Madison Post.....	\$1,300, two-horse hack.
	950, <i>via</i> Old Tampa.
Wm. A. Campbell.....	600.
Jesse Carlisle.....	490.

(Not let.)

ROUTE No. 6537.

From Bayport to Clear Water Harbor, 50 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Cyprian T. Jenkins.....	\$945, vessel, 20 tons more or less.

(Not let.)

ROUTE No. 6538.

From Fort Taylor to Fort Dade, 23 miles, and back, once a week.

Bidders' names.	Sum per annum.
C. J. McMinn.....	\$230.
James E. Hutchinson.....	170. <i>Accepted April 25, 1859.</i>

Contract made with James E. Hutchinson, dated April 25, 1859, at \$170 per annum.
 Leave Fort Taylor Saturday at 1 p. m.; arrive at Fort Dade by 8 p. m.
 Leave Fort Dade Saturday at 5 a. m.; arrive at Fort Taylor by 12 m.

ROUTE No. 6539.

From Augusta to Pierceville, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
Burkett & Allen.....	\$400.
Darlin Allen.....	150.

(Not let.)

ROUTE No. 6540.

From Homasassa to Long Pond, 72 miles, and back, once a week.

Bidder's name.	Sum per annum.
John J. Webster.....	\$600. <i>Accepted April 25, 1859.</i>
David Wilkinson.....	579, guaranty deficient.

Contract with John J. Webster, dated April 25, 1859, at \$600 per annum.

Leave Homasassa Tuesday at 6 a. m.; arrive at Long Pond next day by 6 p. m.

Leave Long Pond Sunday at 6 a. m.; arrive at Homasassa next day by 6 p. m.

ROUTE No. 6541.

From Cedar Key to New Orleans, 405 miles, and back, daily, in steamers.

Bidder's name.	Sum per annum.
Florida R. R. Co., E. N. Dickerson, vice-president.....	\$92,600, schedule proposed.
(Not let.)	

ROUTE No. 6542.

From Cedar Key to Key West, 500 miles, and back, twice a week, in steamers.

Bidders' names.	Sum per annum.
W. C. Templeton.....	\$60,000, service to commence on or before the comple- tion of the Florida railroad to Cedar Key.
Florida Railroad Company.....	30,000, schedule proposed, and will extend to Havana for the postages. <i>Accepted April 25, 1859.</i>
	18,000, once a week.
James Tucker.....	2,500, steamboats, if his bid on 6543 is accepted.

Contract made with the Florida Railroad Company, dated April 25, 1859, at \$30,000 per annum.

ROUTE No. 6543.

From Lake City to Bayport, 310 miles, and back, twice a month. Proposals to extend to Clear Water Harbor and also for weekly service invited.

Bidder's name.	Sum per annum.
James Tucker.....	\$7,000, extend to Clear Water Harbor, once a week, two-horse coach to Shoaltown, steamboats residue. <i>Accepted April 25, 1859.</i>
	6,000, two-horse hack to Shoaltown, steamboats resi- due.

Contract made with James Tucker, dated April 25, 1859, at \$7,000 per annum.

Leave Lake City Friday at 6 a. m.; arrive at Atsena Otie on Saturday, and at Bayport and Clear Water Harbor on Sunday.

Leave Clear Water Harbor Monday at 6 a. m.; arrive at Bayport same day, at Atsena Otie on Tuesday, and Lake City on Thursday by 4 p. m.

ROUTE No. 6544.

From Lake City to Blount's Ferry, 32 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$598.
Franklin Rauleson.....	208.
J. S. Clinton.....	195.
W. B. Crews.....	195.
William H. Cone.....	184. <i>Accepted April 25, 1859.</i>

Contract made with William H. Cone, dated April 25, 1859, at \$184 per annum.

Leave Lake City Monday at 5 a. m.; arrive at Blount's Ferry by 6 p. m.

Leave Blount's Ferry Thursday at 5 a. m.; arrive at Lake City by p. m.

ROUTE No. 6545.

From Lake City to Madison, 70 miles, and back, once a month. Bids for an additional trip per week invited.

Bidders' names.	Sum per annum.
William B. Holley.....	\$3,000, two-horse hack.
Benjamin F. Jackson.....	1,800, two-horse hack.
	3,500, two-horse hack, twice a week.
Shands & Jackson.....	1,200, two-horse coach.
	2,500, two-horse coach, twice a week.
William J. Jones.....	1,190, two-horse hack.
	2,390, two-horse hack, twice a week.
Stuckey & Rogers.....	1,188, 000 .
	2,200, twice a week.
William E. Howell.....	1,140, twice a week.
Thomas M. Micklers.....	952, two-horse hack.
	1,500, two-horse hack, twice a week.
Abraham Ellinger.....	940, two-horse hack.
	1,769, two-horse hack, twice a week.
William J. Jones.....	748.
	1,400, twice a week.
Jesse S. Word.....	738, two-horse hack.
William E. Howell.....	590 Accepted April 25, 1859.

Contract made with William E. Howell, dated April 25, 1859, at \$590 per annum.

Leave Lake City Wednesday at 7 a. m.; arrive at Madison next day by 5 p. m.

Leave Madison Monday at 7 a. m.; arrive at Lake City next day by 5 p. m.

ROUTE No. 6546.

From Lake City to New River, 43 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers.....	\$688.
Reuben Hogans.....	300.
W. J. Jones.....	240.
Isaiah Clinton.....	223. Accepted April 25, 1859.
Mary M. Manning, (after time)--	275.

Contract made with Isaiah Clinton, dated April 25, 1859, at \$223 per annum.

Leave Lake City Friday at 6 a. m.; arrive at New River next day by 12 m.

Leave New River Saturday at 1 p. m.; arrive at Lake City next day by 6 p. m.

ROUTE No. 6547.

From Newnansville to Lake City, 37 miles, and back, twice a week. Bids for tri-weekly service invited.

Bidders' names.	Sum per annum.
L. M. Scarborough.....	\$2,700, four-horse coach, three times a week.
	1,950, two-horse coach, three times a week.
	1,400, 000 , three times a week.
	1,350, four-horse coach.
	1,150, two-horse hack.
Stuckey & Rogers.....	958, twice a week.
	1,390, three times a week.
Adam Ellinger.....	845, twice a week.
	1,263, three times a week.
Jesse S. Wood.....	819, two-horse hack.
L. M. Scarborough.....	750, 000 . Accepted April 25, 1859.

Contract made with L. M. Scarborough, dated April 25, 1859, at \$750 per annum.

Leave Newnansville Wednesday and Friday at 6 a. m.; arrive at Lake City by 5 p. m.

Leave Lake City Thursday and Saturday at 6 a. m.; arrive at Newnansville by 5 p. m.

ROUTE No. 6548.

From Newnansville to New River, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers	\$248.

(Not let.)

ROUTE No. 6549.

From Newnansville to Atsena Otie, 111 miles, and back, once a week.

Bidders' names.	Sum per annum.
L. M. Scarborough	\$954. <i>Accepted April 25, 1859.</i>
Daniel B. Hogans	1,095.
C. H. W. Collier	1,450.
	2,900, twice a week.
Alexander Hilliard	1,450.

Contract made with L. M. Scarborough, dated April 25, 1859, at \$954 per annum.
 Leave Newnansville Wednesday at 7 a. m.; arrive at Atsena Otie next day by 8 a. m.
 Leave Atsena Otie Saturday at 11 a. m.; arrive at Newnansville next Tuesday by 8 p. m.

ROUTE No. 6550.

From Little River to Shoaltown, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stuckey & Rogers	\$348.
Allen Williams	250.
Daniel W. Teddor	149.

(Not let.)

ROUTE No. 6551.

From Madison to Thomasville, 46 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William E. Howell	\$1,870, two-horse hack.
William B. Holley	1,700, two-horse hack.
William E. Howell	1,230. <i>Accepted April 25, 1859.</i>

Contract made with William E. Howell, dated April 25, 1859, at \$1,230 per annum.
 Leave Madison, Monday, Wednesday, and Friday, at 6 a. m.; arrive at Thomasville by 9 p. m.
 Leave Thomasville Monday, Wednesday, and Friday, at 10 p. m.; arrive at Madison next days by 1 p. m.

ROUTE No. 6552.

From Waukeenah to Clay Landing, 109 miles, and back, once a week.

Bidders' names.	Sum per annum.
David Wilkinson	\$1,349, guaranty defective.
George C. Hollins, (after time)	988.

(Not let.)

ROUTE No. 6553.

From Waukeenah to Madison, 41½ miles, and back, once a week.

Bidders' names.	Sum per annum.
William P. Holley	\$800.
William E. Howell	660, embrace 6555. <i>Accepted April 25, 1859.</i>
	412.

Contract made with William E. Howell, dated April 25, 1859, at \$660 per annum.
 Leave Walker's Mill Tuesday and Thursday at 12 m.; arrive at Waukeenah by 3 p. m.

Leave Waukeelah Friday at 6 a. m.; arrive at Madison by 8 p. m.

Leave Madison Monday at 6 a. m.; arrive at Waukeelah by 8 p. m.

Leave Waukeelah Tuesday and Thursday at 9 a. m.; arrive at Walker's Mill by 11 a. m.

ROUTE No. 6554.

From Moseley Hall to Finholloway, 20 miles, and back, once a week.

(No bidders; not let.)

ROUTE No. 6555.

From Walker's Mill to Waukeelah, 6 miles, and back, twice a week.

Bidder's name.	Sum per annum.
William E. Howell.....	\$660, embrace No. 6553. 410.

(Not let. Covered by No. 6553.)

ROUTE No. 6556.

From St. Mark's to Tallahassee, $21\frac{3}{4}$ miles, and back, six times a week, or daily, if connecting lines so run.

Bidder's name.	Sum per annum.
Madison Post.....	\$700, two-horse coach.

ROUTE No. 6557.

From St. Mark's to Newport, 4 miles, and back, six times a week.

Bidder's name.	Sum per annum.
Fisher & Taylor.....	\$600, two horse coach. <i>Accepted April 25, 1859.</i>

Contract made with Fisher & Taylor, dated April 25, 1859, at \$600 per annum.

Leave St. Mark's daily, except Sunday, at 11.45 a. m.; arrive at Newport by 0.45 p. m.

Leave Newport daily, except Sunday, at 1 p. m.; arrive at St. Mark's by 2 p. m.

ROUTE No. 6558.

From Tallahassee to Miccosukee, 22 miles, and back, twice a week.

Bidder's name.	Sum per annum.
S. B. Shehee.....	\$400. <i>Accepted April 25, 1859.</i> 600, three times a week.

Contract made with S. B. Shehee, dated April 25, 1859, at \$400 per annum.

Leave Tallahassee Monday and Friday at 7 a. m.; arrive at Miccosukee by 1 p. m.

Leave Miccosukee Tuesday and Saturday at 7 a. m.; arrive at Tallahassee by 1 p. m.

ROUTE No. 6559.

From Tallahassee to Ridleyville, 80 miles, and back, once a week.

Bidders' names.	Sum per annum.
S. B. Shehee.....	\$600.
Job Freeman.....	400, end at Jackson's Bluff.
Moses Beesley.....	360, schedule changed. <i>Accepted April 25, 1859.</i>

Contract made with Moses Beesley, dated April 25, 1859, at \$360 per annum.

Leave Tallahassee Wednesday at 9 a. m.; arrive at Jackson's Bluff by 6 p. m.

Leave Jackson's Bluff Thursday at 7 a. m.; arrive at Ridleyville by 3 p. m.

Leave Ridleyville Thursday at 4 p. m.; arrive at Jackson's Bluff next day by 12 m.

Leave Jackson's Bluff Tuesday at 8 a. m.; arrive at Tallahassee by 5 p. m.

ROUTE No. 6560.

From Tallahassee to Sopchoppy, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
James W. Smith	\$600.
	475, end at St. Mark's.
S. B. Shehee	350. <i>Accepted April 25, 1859.</i>

Contract made with S. B. Shehee, dated April 25, 1859, at \$350 per annum.

Leave Tallahassee Friday at 1 p. m.; arrive at Sopchoppy next day by 6 p. m.

Leave Sopchoppy Thursday at 5 a. m.; arrive at Tallahassee next day by 11 a. m.

ROUTE No. 6561.

From Quincy to Chattahoochee, 27 miles, and back, three times a week. Proposals for three additional trips per week, and to end at Mount Pleasant, omitting Chattahoochee, invited.

Bidders' names.	Sum per annum.
Jacob Edge	\$1,397, end at Mount Pleasant.
P. A. Stockton	985, 000.
Greenup Arnold	500. <i>Accepted April 25, 1859.</i>
	400 for additional trips to Mount Pleasant.

Contract made with Greenup Arnold, dated April 25, 1859, at \$500 per annum.

Leave Quincy Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Chattahoochee by 1 p. m.

Leave Chattahoochee Monday, Wednesday, and Friday at 12 m.; arrive at Quincy by 5 p. m.

ROUTE No. 6562.

From Bainbridge to Apalachicola, 206 miles, and back, six times a week from the 15th of October to the 15th of June of each year, and three times a week the residue, in first-class steamboats, with the privilege of using two-horse coaches from Bainbridge to Chattahoochee when the river is too low for navigation.

Bids invited to embrace Faceville, between Bainbridge and Chattahoochee. Proposals to commence at Bellevue, omitting Bainbridge, invited.

Bidders' names.	Sum per annum.
Daniel K. Dodge	\$65,000.
W. J. McAllister	46,000.
	500 additional to embrace Faceville.
	44,000, commence at Bellevue.
	43,000 to run alternately from Bainbridge in 24 hours and from Bellevue in 20 hours.
	19,000, three times a week, as under old contract.
	18,000, to run alternately from Bainbridge in 24 hours and from Bellevue in 20 hours. <i>Accepted April 25, 1859.</i>
George Bucknam	25,000, three times a week from the 15th of October to the 15th of June of each year, and twice a week the residue, in first-class steamboats, with privilege of two-horse coach from Bainbridge to Chattahoochee when the river is too low for navigation.

Contract made with W. J. McAllister, dated April 25, 1859, at \$18,000 per annum.

Leave Bainbridge and Bellevue (alternately) Tuesday, Friday, and Saturday, at 2 p. m.; arrive at Apalachicola next days by 4 p. m. from Bainbridge and 12 m. from Bellevue.

Leave Apalachicola Monday, Wednesday, and Saturday, at 6 p. m.; arrive at Bainbridge and Bellevue (alternately) next days by 9 p. m. at Bainbridge and 5 p. m. at Bellevue.

ROUTE No. 6563.

From Long Cane to Abe Spring, 22 miles, and back, once a week.

Bidder's name.	Sum per annum.
Luke Lott	\$800, 000.
(Not let)	

ROUTE No. 6564.

From Mariana to Bainbridge, 40 miles, and back, three times a week.

Bidders' names.	Sum per annum.
George D. Fisher	\$6,400, four-horse coach six times a week from the 15th of October to the 15th of June; residue three times a week.
Gormley & Kirksey	3,440, two-horse coach six times a week from the 15th of October to the 15th of June; residue three times a week.
George D. Fisher	3,000, two-horse coach three times a week from the 15th of October to the 15th of June.
Benjamin L. Findley	2,350, with three additional weekly trips from June 15 to October 15.
George D. Fisher	1,940, 000 .
S. A. Hill	1,900, two horse coach.
Henry O. Bassett	1,600, two-horse hack.
Benjamin L. Findley	1,300, 000 . <i>Accepted April 25, 1859.</i>

Contract made with Benjamin L. Findley, dated April 25, 1859, at \$1,300 per annum.

Leave Mariana Monday, Wednesday, and Friday, at 7 a. m.; arrive at Bainbridge by 6 p. m.

Leave Bainbridge Monday, Wednesday, and Friday, at 11 p. m.; arrive at Mariana next days by 10 a. m.

ROUTE No. 6565.

From Mariana to Milton, 140 miles, and back, three times a week.

Bidders' names.	Sum per annum.
George D. Fisher	\$10,500, four-horse coach.
Henry O. Bassett	8,500, two-horse hack.
George D. Fisher	5,740, two-horse coach, 000 .
	3,890, 000 .
A. D. McKinnon	3775, two-horse hack. <i>Accepted April 25, 1859.</i>

Contract made with A. D. McKinnon, dated April 25, 1859, at \$3,775 per annum.

Leave Mariana Tuesday, Thursday, and Saturday, at 11 a. m.; arrive at Milton next Thursday, Saturday, and Monday, by 5 a. m.

Leave Milton Sunday, Tuesday, and Friday, at 7 p. m.; arrive at Mariana next Tuesday, Thursday, and Sunday, by 5 p. m.

ROUTE No. 6566.

From Mariana to St. Andrew's Bay, 57 miles, and back, once a week.

Bidders' names.	Sum per annum.
George D. Fisher	\$600, twice a week, commence at Orange Hill.
	570, 000 .
	400, 000 , commence at Orange Hill.
Joseph Gainer	399. <i>Accepted April 25, 1859.</i>
	374, between St. Andrew's Bay and Orange Hill.

Contract made with Joseph Gainer, dated April 25, 1859, at \$399 per annum.

Leave Mariana Thursday at 6 a. m.; arrive at St. Andrew's Bay next day by 8 p. m.

Leave St. Andrew's Bay Tuesday at 6 a. m.; arrive at Mariana next day by 8 p. m.

ROUTE No. 6567.

From Mariana to Crowell, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
Benjamin L. Findley	\$1,285, one-horse wagon.
George D. Fisher	940, 000 , three times a week.

(Not let.)

ROUTE No. 6568.

From Mariana to Campbellton, 18 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John Smith-----	\$1,199, ⁰⁰⁰ , three times a week, two-horse buggy or hack.
	849, ⁰⁰⁰ , two-horse hack or buggy.
Benjamin L. Findley-----	625, wagon.
George D. Fisher-----	600, ⁰⁰⁰ .
	444, ⁰⁰⁰ .
John Y. Register-----	260. <i>Accepted April 25, 1859.</i>

Contract made with John Y. Register, dated April 25, 1859, at \$260 per annum.

Leave Mariana Tuesday and Thursday at 1 p. m.; arrive at Campbellton by 7 p. m.

Leave Campbellton Tuesday and Thursday at 6 a. m.; arrive at Mariana by 12 m.

ROUTE No. 6569.

From Campbellton to Geneva, 34 miles, and back, once a week.

Bidders' names.	Sum per annum.
George D. Fisher-----	\$600, ⁰⁰⁰ , twice a week.
Benjamin L. Findley-----	585, wagon.
George D. Fisher-----	443, ⁰⁰⁰ .
John Y. Register-----	249.
Jacob Edge-----	240. <i>Accepted April 25, 1859.</i>

Contract made with Jacob Edge, dated April 25, 1859, at \$240 per annum.

Leave Campbellton Wednesday at 6 a. m.; arrive at Geneva by 6 p. m.

Leave Geneva Tuesday at 6 a. m.; arrive at Campbellton by 6 p. m.

ROUTE No. 6570.

From Geneva to Austinville, 70 miles, and back, once a week.

Bidders' names.	Sum per annum.
George D. Fisher-----	\$974, ⁰⁰⁰ , twice a week.
	674, ⁰⁰⁰ .
John Y. Register-----	490.
Jacob Edge-----	440. <i>Accepted April 25, 1859.</i>

Contract made with Jacob Edge, dated April 25, 1859, at \$440 per annum.

Leave Geneva Thursday at 6 a. m.; arrive at Austinville next day by 6 p. m.

Leave Austinville Saturday at 6 a. m.; arrive at Geneva next day by 6 p. m.

ROUTE No. 6571.

From Milton to Sparta, 75 miles, and back, once a week.

Bidder's name.	Sum per annum.
George D. Fisher-----	\$750, ⁰⁰⁰ .
	674. <i>Accepted April 25, 1859.</i>

Contract made with George D. Fisher, dated April 25, 1859, at \$674 per annum.

[Leave Milton Thursday at 6 a. m.; arrive at Sparta next day by 6 p. m.

Leave Sparta Saturday at 6 a. m.; arrive at Milton next Monday by 6 p. m.

ROUTE No. 6572.

From Pensacola to Milton, 30 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Kingsbury & Fisher-----	\$2,900, steamboat.
E. E. Simpson-----	2,500, low-pressure steamboats.
Fisher, Cozzens & Co-----	2,000, ⁰⁰⁰ .
W. W. Tate-----	1,700, ⁰⁰⁰ .
R. M. Bushnell-----	1,675.
W. W. Tate-----	1,674, ⁰⁰⁰ .
M. N. Fisher-----	1,490, ⁰⁰⁰ . <i>Accepted April 25, 1859.</i>

Contract made with M. N. Fisher, dated April 25, 1859, at \$1,490 per annum.

Leave Pensacola daily except Wednesday at 12 m. from October 1 to April 1, and at 1½ p. m. residue of year; arrive at Milton 4 hours after.

Leave Milton daily except Wednesday at 6 a. m.; arrive at Pensacola by 11 a. m.

ROUTE No. 6573.

From Pensacola to Warrington, 9 miles, and back, daily.

Bidders' names.	Sum per annum.
John M. Johnson.....	\$835.
James McClaskey.....	1,050, two-horse coach. 750, covered buggy.
George D. Fisher.....	630, 000 .
James McClaskey.....	584, 000 . <i>Accepted April 25, 1859.</i>

Contract made with James McClaskey, dated April 25, 1859, at \$584 per annum.

Leave Pensacola daily at 3½ p. m.; arrive at Warrington by 6½ a. m.

Leave Warrington daily at 7 a. m.; arrive at Pensacola by 10 a. m.

ROUTE No. 6574.

From Pensacola to Mobile, 74½ miles, and back, daily.

Bidders' names.	Sum per annum.
M. N. Snowden	\$5,500. 3,340, 000 .
Hall & Farnsworth.....	3,335, four-horse coach.
F. K. Wright.....	2,200, 000 .
W. T. Stockton.....	2,150.
Taylor & Brimmer.....	1,100, four-horse coach.
Moody Chamberlain.....	900, four-horse coach and steamboats. <i>Accepted April 25, 1859.</i>

Contract made with Moody Chamberlain, dated April 25, 1859, at \$900 per annum.

Leave Pensacola daily at 12 m.; arrive at Mobile next day by 6 a. m.

Leave Mobile daily at 7 a. m.; arrive at Pensacola next day by 2½ a. m.

ROUTE No. 6575.

From New Orleans to Key West, 1,000 miles, and back, twice a month, in first class sea steamers, of not less than 400 tons custom-house measurement.

Bids for an additional trip per month invited; also to extend the route to Havana, Cuba.

Bidders' names.	Sum per annum.
Edward N. Dickerson.....	\$140,000, and if accepted will perform additional trips daily between Cedar Key and New Orleans direct in forty-three hours, and run direct between Cedar Key and Key West once a week, extending to Havana for the postages, and supply Manatee and Tampa weekly by separate service from Cedar Key, and increase to weekly trips between Cedar Key and St. Mark's, with additional charge. The additional service to commence upon the completion of the Florida railroad, or on the 1st day of October, 1859.
George Bucknam	60,000.
Southern Steamship Company, C. B. Payne, president.	59,000. <i>Accepted April 25, 1859.</i> With an extension of the semi-monthly service from Key West to Havana for the United States sea and inland postages. 68,850, three times a month.
George Bucknam	24,000, end at Cedar Key.

Contract made with Southern Steamship Co., dated June 11, 1859, at \$59,000 per annum.

Leave New Orleans on the 15th and 29th of each month; arrive at Key West on the 22d and 6th.

Leave Key West on the 12th and 26th of each month; arrive at New Orleans on the 20th and 4th.

Abstract of offers made for carrying the mail on routes established (with a few exceptions) by act of Congress approved June 14, 1858, advertised February 1, 1859, but for which no contracts were made (except in a few instances) in consequence of the failure of the usual post office appropriation bill at the second session of the thirty-fifth Congress, 1858-'59.*

MAINE.

From July 1, 1859, to June 30, 1861.

ROUTE No. 166.

From Bidsford to Lovell, 56 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Timothy E. Fogg-----	\$985, 000.
George R. Kimball-----	488, 000.
Joseph T. Bickford-----	320, four-horse coach from Bidsford to Sabago, two-horse coach residue.

ROUTE No. 167.

From Phillips to Rangeley, 22 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Frederick V. Stewart-----	\$528, 000.
Ira H. Plaistea-----	475, two-horse carriage when travelling is suitable. 440, not signed.
Merchant Philbrick-----	398.
John Lamb-----	394.
Wm. H. Josselyn-----	393.

ROUTE No. 168.

From Bradford to Dover, 19 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Jesse L. Tibbetts, jr-----	\$475 00.
Calvin J. Kingsbury-----	468 00.
R. B. Tainter-----	389 00.
Daniel F. Plummer-----	375 00, two-horse carriage.
Wm. Stanhope-----	350 00, one-horse carriage. 475 00, two-horse carriage.
Daniel Washburn-----	350 00, two-horse carriage.
Stephen F. Barton-----	323 50, 000.
Robert B. Tainter-----	319 00, one-horse carriage.

ROUTE No. 169.

From Kingfield to Eustis' Mills, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. R. Dudley-----	\$175 00.
Benjamin J. Porter-----	130 00.
Ira Hutchins-----	98 50.
Alvin H. Pullen-----	97 50, one-horse carriage.

* The routes for which contracts were made are, No. 3541, in Pennsylvania; No. 7241, in Alabama; Nos. 11798, 11830, 11831, 11832, 11833, in Illinois; Nos. 13642, 13653, in Minnesota; Nos. 11116, 11155, 11188, in Iowa; and Nos. 10714, 10772, in Missouri.

ROUTE No. 170.

From East Eddington to Mariaville, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
George H. Parsons.....	\$75, 000.
Ebenezer G. Morse.....	50, 000.
B. D. Penney.....	40, 000.
Harvey Ward.....	40, two-horse carriage.

NEW HAMPSHIRE.

From July 1, 1859, to June 30, 1861.

ROUTE No. 338.

From Manchester to New Ipswich, 31 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Pelez C. Child.....	\$619 50.
Stephen R. Thomas.....	400 00.
Jonathan P. Dearborn.....	394 00, two-horse coach.
Hiram T. Morrill.....	369 00, 000.
	250 00, 000.

ROUTE No. 339.

From Marlow to Sempster, 10 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Jonathan P. Dearborn.....	\$244, one-horse carriage.
Hiram T. Morrill.....	119, 000.
	144, 000, three times a week.
Laton Martin.....	75, 000.

ROUTE No. 340.

From Salisbury to West Salisbury, 4 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Thomas H. Whittaker.....	\$150.
William Huntress.....	100.
	125, six times a week.

ROUTE No. 341.

From Ossipee to Farnworth, 15 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Leander D. Sinclair.....	\$400, two-horse carriage.
Elisha P. Allen.....	170, 000.

VERMONT.

From July 1, 1859, to June 30, 1861.

ROUTE No. 488.

From Roadsboro' to Florida, 11 miles, and back, once a week.

Bidders' names.	Sum per annum.
D. P. Carpenter, jr	\$298 00.
Rufus Arindose	124 00.
Ambrose Stone	100 00, one-horse coach.
Jason P. Lord	90 50.
L. D. Goodell	70 00.
Michael Sanford	68 50.
John Stowe	67 00.

ROUTE No. 489.

From Hancock to Warren, 14 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William H. Church	\$199.
Ezra Church	234, one-horse coach.
Carlos C. Abbott	324.

ROUTE No. 490.

From Barton to North Craftsbury, 15 miles, and back, three times a week.

Bidder's name.	Sum per annum.
Wilbur F. Stone	\$500.
	700, daily, in two-horse coach.

ROUTE No. 491.

From Castleton to Sudbury, 15 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Howe	\$690 00, two-horse coach.
	540 00, ⁰⁰⁰ .
Franklin Patterson	450 00, two-horse covered waggon.
James K. Hyde	400 00, ⁰⁰⁰ .
Erastus Willis	400 00.
Harry DeWolf Doty	390 00, ⁰⁰⁰ .
George W. Mason	386 75, two-horse covered waggon.
	307 00, one-horse covered waggon.
Newell Knowlton	349 00.
James K. Hyde	270 00.

ROUTE No. 492.

From Upper Falls to Ascutneyville, 6 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Perry Butterfield	\$367 50.
Charles Stoddard	248 00.

MASSACHUSETTS.

From July 1, 1859, to June 30, 1861.

ROUTE No. 728.

From Taunton to Bridgewater, 10 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Isaac L. Hinds	\$900, 000.
Calvin H. Wilber	450.
Pelez C. Child	425.

ROUTE No. 729.

From Sheldonville to Wrentham, 4 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Isaac L. Hinds	\$500 00, 000.
Pelez C. Child	197 50.
Lyman E. Thayer	150 00.

ROUTE No. 730.

From Bellingham to Woonsocket Falls, 7 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Isaac L. Hinds	\$600 00, 000.
Pelez C. Child	217 50.
Freeborn D. J. Barney	200 00.
Pelez C. Child	149 50.

CONNECTICUT.

From July 1, 1859, to June 30, 1861.

ROUTE No. 977.

From Putnam to Chepacket, 13 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Isaac L. Hinds	\$990, 000.
John W. Richards	250, 000.
Pelez C. Child	224.

NEW YORK.

From July 1, 1859, to June 30, 1861.

ROUTE No. 1455.

From Brooklyn to Fort Hamilton, 6 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Asa Battles	\$990, 000.
Thomas T. Church	448.
John Clifton	250, 000.

ROUTE No. 1456.

From Cameron to Woodhull, 21 miles, and back, once a week.

Bidders' names.	Sum per annum.
George S. Pierson.....	\$149.
Jacob Stroud	117.
Chester M. Griswold	97.
Wm. McPherson.....	89.

ROUTE No. 1457.

From Depot at Conesus Centre to Scottsburg, 6½ miles, and back, once a week.

Bidders' names.	Sum per annum.
Asa Battles	\$575, 000.
Andrew Griffin.....	200.
John W. Moore	175.
John R. Worthup	170.
John W. Moore	169.
Thomas Kerr	156.

ROUTE No. 1458.

From Horseheads to West Cayuta, 10 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Daniel Dean	\$175.

ROUTE No. 1459.

From Hornellsville to Dansville, 19 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Wm. H. Colton	\$400.
Albert Goodno	400, two-horse coach.
R. Scouton.....	375, two-horse team.
Fred W. Covert	360, no guaranty nor certificate.
Jacob C. Dewitt	350.
Lyman Brayton	340.
Andrew J. Thompson	290, two-horse coach.
L. M. Stedman	288.
A. J. Thompson	240.

ROUTE No. 1460.

From Malden Bridge to Rider's Mills, 1 mile, and back, three times a week.

Bidder's name.	Sum per annum.
Henry W. Rider.....	\$160, six times a week.

ROUTE No. 1461.

From Parksville to Grahamsville, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
David Roberts	\$156.
	260, twice a week.
Charles Booth.....	140.
	280, twice a week.

ROUTE No. 1462.

From Sinclairville to Falconer, 14 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Wm. A. Nettle	\$500.
Asa Battles	495, 000.

Bidders' names.	Sum per annum.
Dan'l Bradley.....	\$395.
Truman C. Cook.....	300, 000.
Henry Haner.....	296.
Sibert C. Abbott.....	295, schedule changed.
Perry Lyman.....	280.
James Prentice.....	280.
Martin V. Leekins.....	274.
Wm. Tugwell.....	272.
S. S. Bates.....	248.

ROUTE No. 1463.

From Union to Little Meadows, 10 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Nathan P. West.....	\$125, no guaranty nor certificate.
Patrick Finn.....	115.

PENNSYLVANIA.

From July 1, 1859, to June 30, 1860.

ROUTE No. 3532.

From Andesville to Andersonburg, 10 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John Shoop.....	\$205.
Jacob Kockendefer.....	100, end at Sandy Hill.
Robert Hackett.....	52, end at Sandy Hill.

ROUTE No. 3533.

From Asylum to Laddsbury, 14 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Shoop.....	\$360, 000.
John M. Heacock.....	241, 000.
Joseph H. Horton.....	200.
Burton Allen.....	150, 000.

ROUTE No. 3534.

From Andesville to Sandy Hill, 14 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Shoop.....	\$300, 000.
Jacob Kockendefer.....	299, distance 17 miles.
Theodore Meredith.....	248.
John & W. Wolf.....	199.

ROUTE No. 3535.

From Bustleton to Oakford, 8 miles, and back, six times a week.

(No bids received.)

ROUTE No. 3536.

Bidders' names.	Sum per annum.
Walter W. Weston.....	\$300, two-horse hack, open.
Thomas Fulton.....	224, end at Cold Springs.

ROUTE No. 3537.

From Bedford to Elbinsville, 22 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Moses Tewell	\$480.
William Oss	450.
John Shoop	450.
Geo. Hymes	399.
Eman'l D. Neal	370. No guaranty or certificate.
	300. No guaranty or certificate; schedule changed.
Jeremiah Bennett	366.
John Nelson	350.
Artemas Bennett	345.

ROUTE No. 3538.

From Baldwin to Adams, 10 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Daniel Daupenspeck	\$300.
Henry Wagoner	255.
John M. Christy	250.
George H. Moore	132.

ROUTE No. 3539.

From Bloserville to Newville, 6 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John Shoop	\$145, 000.
John Sowders	60.

ROUTE No. 3540.

From Butler to Emlenton, 28 miles, and back, twice a week.

Bidders' names.	Sum per annum.
J. C. Bell	\$700, commence at Coultensville; no guarantor.
L. C. Barton	674, 000.
John Gallaher	625.
Isaac L. Hinds	600.
	400, commence at Coultensville.
Jacob Mechling, jr.	465.
	483, covered wagon from May 1 to November 1.
James A. Anderson	450, schedule changed.
R. C. W. M. Patton	400.
Patrick Killey	395.
John Gregory	390.
Philip Hilliard	360, schedule changed.
Henry Conway	356.
Samuel Love	320, schedule changed.

ROUTE No. 3541.

From Bellefonte to Pine Grove Mills, 16 miles, and back, three times a week.

Bidders' names.	Sum per annum.
C. J. Hinds	\$549 00, 000.
Michael Buoy	389 50, two-horse coach. <i>Accepted May 20, 1859.</i>

Contract made with Michael Buoy, dated May 20, 1859, at \$389 50 per annum.

Leave Bellefonte Monday, Wednesday, and Friday, at 4 a. m.; arrive at Pine Grove Mills by 8 a. m.

Leave Pine Grove Mills Tuesday, Thursday, and Saturday, at 2 p. m.; arrive at Bellefonte by 6 p. m.

ROUTE No. 3542.

From Coal Mount to Burnt Cabins, 26 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Kimber A. Moore.....	\$564.
J. A. Moore.....	520.
Wm. R. Wimer.....	495.
John Shoop.....	395. ^{ooo} .
John Jamison.....	264.
S. B. Carmal.....	248, schedule changed.
Robert Clymans.....	273.
Elias Fraker.....	229.

ROUTE No. 3543.

From Clarion to Tionesta, 24 miles, and back, six times a week.

Bidders' names.	Sum per annum.
H. McGhee	\$1,990.
	1,330, changed route.
Isaac L. Hinds	1,700.
	3,000. ^{ooo} , extend to Tedionte.
Piper & Lightcap.....	1,495.
S. S. Bates	1,248, ^{ooo} .
	1,000, extend to Tedionte as invited.
Piper & Lightcap.....	995, extend to Tedionte as invited.
Shreeve & Stow	625, schedule proposed.
E. W. Everding, (after time.)...	780, three times a week; schedule proposed.

ROUTE No. 3544.

From Coyleville to Rimersburg, 31 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John Gallaher.....	\$650.
Henry Conway.....	400.
John S. Wilson	150, end at Adams; schedule proposed.

(Not let.)

ROUTE No. 3545.

From Carlisle to Landisburg, 19 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Shreeve & Stow	\$1,250.
Isaac L. Hinds.....	1,200.
John M. Heacock.....	847, ^{ooo} .
George Hendel.....	296.
Zachariah Rice.....	294.

ROUTE No. 3546.

From Emlenton to Brady's Bend, 16 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Isaac L. Hinds.....	\$600, ^{ooo} .
	590, ^{ooo} .
John S. Wilson	500.
Thomas M. Agnew.....	425.
John L. Porter.....	390.
John Shoop.....	370, ^{ooo} .
A. T. Christie.....	325.
T. W. Agnew.....	325.
R. C. & W. Patton	290.
Thomas Ritchey.....	250.
A. Ritchey, jr.....	250.

ROUTE No. 3547.

From Fannettsburg to Carrick Furnace, 4 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Shoop.....	\$160, ⁰⁰⁰ .
Robert Clymant.....	143.
Samuel Jones.....	109.
Francis W. Elliott.....	80.
M. Wineman.....	80.
James R. Brewster.....	60.

(Not let.)

ROUTE No. 3548.

From Gaines to Carter's Camp, 16 miles, and back, twice a week.

Bidder's name.	Sum per annum.
H. Viermilyea.....	\$585, two-horse coach, commence at Wellsboro'. Schedule proposed. 296, two-horse carriage.

ROUTE No. 3549.

From Gap to Intercourse, 7 miles, and back, six times a week.

Bidders' names.	Sum per annum.
J. L. Hinds.....	\$700, ⁰⁰⁰ .
Lewis Suter.....	424, ⁰⁰⁰ .
P. Dinan.....	397, ⁰⁰⁰ .
John Lides.....	225.
Mark G. Groff.....	210.
Geo. W. Metzger.....	160.

ROUTE No. 3550.

From Harrisonville to Hopewell, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jeremiah Duval.....	\$275. 175, schedule changed. No guaranty.
Jacob Newman.....	218.
Charles M. King.....	215.
K. A. Moore.....	197.
Wm. C. H. Crunkilton.....	174. No guaranty.
John Jamison.....	160.

ROUTE No. 3551.

From Harrisonville to Hancock, Md., 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Shoop.....	\$250, ⁰⁰⁰ .
Jacob Newman.....	235.
George Smith.....	199.
B. J. Carpenter.....	190.
John Jamison.....	170.
Matthew Mellett.....	160.
Mealy & Coudy.....	200.

ROUTE No. 3552.

From Huntingdon to Ennisville, 18 miles, and back, three times a week.

J. L. Hinds.....	\$700, ⁰⁰⁰ .
John A. & Charles Green.....	600.
Wm. L. Miller.....	579, two-horse coach.
John Shoop.....	560, ⁰⁰⁰ .
J. M. Collambine.....	475.
John Hartsock.....	400.
Anderson Stewart.....	337.
Henry McManigill.....	293, ⁰⁰⁰ .
	193, twice a week, ⁰⁰⁰ .

ROUTE No. 3553.

From Krigbaum's to Mann's Choice, 25 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Wm. McVicker.....	\$500.
John Kerr.....	460.
Wm. A. Powell.....	450.
Wm. Shaffer, (after time).....	475. (Received April 22, 1859.)

ROUTE No. 3554.

From Lancaster to Strasburg, 9 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Isaac L. Hinds.....	\$700 00, 000.
John Shoop.....	595 00, 000.
P. Dinan.....	437 00, 000.
Emanuel Shober.....	219 00.
A. T. Myers.....	209 48.
Lawrence Suter.....	199 00, two-horse coach.

ROUTE No. 3555.

From Mercer to Sandy Lake, 12 miles, and back, twice a week.

Isaac L. Hinds.....	\$395.
John S. Thompson.....	300.
L. L. Barton.....	298, 000.
John Shoop.....	290, 000.
Wm. M. Thompson.....	274.
Wm. M. Gibson.....	160.

ROUTE No. 3556.

From Mercer to Youngstown, Ohio, 25 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John S. Thompson.....	\$1,000, two-horse hack.
L. L. Barton.....	845, 000.
Benjamin Niblack.....	900, two-horse hack.
Samuel L. Grosvenor.....	792.
Isaac L. Hinds.....	695, 000.
Wm. M. Gibson.....	590.
Wm. M. Thompson.....	475.

ROUTE No. 3557.

From Martinsburgh to Kalamazoo, 7 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas Kurtz.....	\$200.
S. P. McFadden.....	75, schedule proposed.
Wm. L. Snyder.....	74.
Jacob Faist.....	65.
John Shuck.....	60, schedule proposed.
Levi Miller.....	56, schedule proposed.

ROUTE No. 3558.

From New Wilmington to New Bedford, 9 miles, and back, six times a week.

Bidders' names.	Sum per annum.
L. L. Barton.....	\$744 00, 000, end at Pulaski.
Wm. McClusky.....	613 00, two-horse coach ; schedule proposed

Bidders' names.	Sum per annum.
Isaac L. Hinds.....	\$600 00, ⁰⁰⁰ .
Thomas Downing.....	575 00.
Alexander Means.....	469 50.
James Ritchie.....	450 00.
John Williamson, (after time)---	365 00, ⁰⁰⁰ . (Received April 16, 1859.)

ROUTE No. 3559.

From Plummerhouse to Titusville, 11 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Ransler Alderman	\$148.
Samuel S. Bates	124.
Orrin C. Moon	124.

ROUTE No. 3560.

From Pittsburg to West Middletown, 55 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Isaac L. Hinds.....	\$1,000.
Thomas Lane	500.
John Chambers.....	490.
John Helper, (after time)-----	936, ⁰⁰⁰ . (Received April 7, 1859.)

ROUTE No. 3561.

From Quakertown to Trumbaursville, 3 miles, and back, six times a week.

Bidder's name.	Sum per annum.
John Shoop.....	\$380, ⁰⁰⁰ .

ROUTE No. 3562.

From Ray's Hill to Akersville, 3 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. C. Akers.....	\$45.
John Peck.....	30, twice a week.

ROUTE No. 3563.

From Strattonville to Clarington, 19 miles, and back, once a week

Bidders' names.	Sum per annum.
Daniel Kinch	\$199.
Joseph R. Fulton	169.
Michael T. Travis.....	160.
Jacob R. Kahle.....	144.

ROUTE No. 3564.

From Silverlings to Wattsburgh, 21 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Charles Thompson.....	\$1,150.
J. C. McGhee.....	780.
L. L. Barton	698, ⁰⁰⁰ .
P. S. Ensworth	639.
S. Maxwell	600.
S. S. Bates	480.

ROUTE No. 3565.

From Saltsburg to Perryton, 5 miles, and back, once a week.
(No bidders.)

ROUTE No. 3566.

From Troy to Blasburg, 23 miles, and back, once a week.
(No bidders.)

DELAWARE.

From July 1, 1859, to June 30, 1860.

ROUTE No. 3821.

From Smyrna to Chestertown, Md., 26 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Uriah Norcross-----	\$2,485, two-horse hack.
Ebenezer Westcott, jr.-----	1,995.
Thomas L. Cahoon-----	1,500.
Elijah E. Massey-----	1,400.
P. Dinan-----	1,175, ***.
John M. Heacock-----	1,143, ***.

MARYLAND.

From July 1, 1859, to June 30, 1860.

ROUTE No. 4015.

From Baltimore to Queenstown, 36 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Wm. Goldsborough-----	\$1,000, schedule proposed.
H. B. Slaughter-----	600, ***, steamboat when navigable.

ROUTE No. 4016.

From Crumpton to Millington, 8 miles, and back, six times a week.

Bidders' names.	Sum per annum.
J. W. W. Woodward-----	\$400, two-horse coach; and 160 additional, end at head of Sassafras.
E. Westcott, jr-----	648.
Thomas Reaves-----	200, two-horse coach; and 160 additional, end at head of Sassafras.
E. Westcott, (after time)-----	400 additional to his bid for invited service.

ROUTE No. 4017.

From Georgetown, D. C., to Harper's Ferry, 60 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Uriah Norcross-----	\$8,899, sulky.
B. F. Wells-----	450, canal packet.

ROUTE No. 4018.

From Lakesville to Bishop's Head, 12 miles, and back, twice a week.
(No bidders.)

ROUTE No. 4019.

From Princess Ann to Horntown, 28 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Ebenezer Westcott, jr.-----	\$2,950.
James Benson.-----	1,050.
John S. D. Holland.-----	900, buggy.
James Benson, (after time).-----	850. (Received April 14, 1859.)

ROUTE No. 4020.

From Patuxent to Collington, 9 miles, and back, three times a week.

Bidders' names.	Sum per annum.
A. S. Littleton.-----	\$280, 000.
Richard Donaldson.-----	175.

ROUTE No. 4021.

From Snow Hill to Derrickson's + Roads, 18 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Ebenezer Westcott, jr.-----	\$995.
Hargis & Dickinson.-----	690.
William Layton.-----	500, 000.
William L. Shirkley.-----	467.
Charles E. Messick.-----	417.
William H. Dennis.-----	300, 000.
John S. Timmons.-----	280, 000.

ROUTE No. 4022.

From Snow Hill to Newtown, 16 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William C. Hudson.-----	\$368.
Ebenezer Westcott, jr.-----	995.

OHIO.

From July 1, 1859, to June 30, 1860.

ROUTE No. 9438.

From McArthur to South Bloomingville, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. C. Kreider.-----	\$490.
J. Blackwood.-----	175.
J. B. Randall.-----	150.

ROUTE No. 9439.

From Powhattan Point to Malaga, 31 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. J. Shockey.-----	\$149 50.
J. J. Bilyen.-----	91 00.

Bidders' names.	Sum per annum.
J. Brine.....	\$75 00.
Geo. W. Smith.....	72 00.
A. G. Green.....	800 00.
P. J. Greene.....	68 00.

ROUTE No. 9440.

From Waverly to Bainbridge, 23 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel Crim.....	\$697.
S. Tweed.....	485.
J. D. Miller.....	485.
J. M. Martin.....	440.
J. R. Overman.....	300.
J. Zickafoose.....	165.

ROUTE No. 9441.

From Nelsonville to New Lexington, 24 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. C. Kreider.....	\$695.
Benjamin Harrison.....	250.
J. F. Welch.....	230.
A. Cowden.....	225.
Ashford Porter.....	224.
J. Blackwood.....	208.

ROUTE No. 9442.

From Walbonding to Londonville, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel Crim.....	\$998, twice a week.
	698.
J. W. Craig.....	275.
	375.
J. C. Craig.....	225.
	370, twice a week.
Thomas Buxton.....	208.
	400, twice a week.
Elijah Marietta.....	195.
	390, twice a week.
R. D. Barr.....	180.
	350, twice a week.
J. P. Daliere.....	148.
	296, twice a week.
John Robinson.....	150.
	300, twice a week.

ROUTE No. 9443.

From Newark to Millwood, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel Crim.....	\$748.
J. Billman.....	250, 000.

ROUTE No. 9444.

From Colton to Wauseon, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
C. Montgomery.....	\$156.
B. Skeels.....	120.
M. Wright.....	118.

ROUTE No. 9445.

From McConnellsville to Trimble, 20 miles, and back, once a week.

Bidders' Names.	Sum per annum.
E. C. Krieder	\$649.
J. Blackwood	300.
W. Thompson	195.

ROUTE No. 9446.

From Belpre to Beverly, 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
Sam'l Crim	\$898.
John McCadden	480.
J. H. Burchett	208.
D. Beach	210, schedule changed.
C. P. Snow	198, schedule changed.

ROUTE No. 9447.

From Spring Mountain to Bloomfield, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. C. Kreider	\$348.
Yomber & Rowland	90.
Silas Moore	85.
John Brillhard	75.
J. T. Willson	72.

ROUTE No. 9448.

From Maria Steen to Minster, 6 miles, and back, once a week.

Bidder's name.	Sum per annum.
John Fleck	\$52, twice a week ; schedule proposed.

ROUTE No. 9449.

From Youngstown to Mercer, 24 miles, and back, once a week.

Bidder's name.	Sum per annum.
Samuel Crim	\$897.

ROUTE No. 9450.

From Lancaster to London, 57 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. M. Griest	\$1,700.
E. C. Kreider	1,196, twice a week.
J. Blackwood	1,150, twice a week.
Wm. Boyd	975, ⁰⁰⁰ .
E. C. Kreider	795.
Wm. Boyd	750, schedule proposed.
John Helper, (after time)	472, ⁰⁰⁰ .

ROUTE No. 9451.

From Gilead to McComb, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. C. Kreider	\$698.
Joel Foot	234.
W. Moore	175.
Daniel Barton	150, and at Pleasantville.

ROUTE No. 9452.

From Powhattan Point to Malaga, 23 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. T. Crist.....	\$286.
R. H. Hendershot.....	200.
S. Green	200, end at Bealsville.

ROUTE No. 9453.

From Portsmouth to Locust Grove, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel Crim	\$1, 197, twice a week.
	898.
Wm. Tarlton.....	575, twice a week.
	290.
J. W. Tarlton	275.
	550, twice a week.
J. Fritts	275.

ROUTE No. 9454.

From River Styx to Guilford, 7 miles, and back, once a week.

Bidders' names.	Sum per annum.
David McMullen	\$65 00.
A. D. Licey	45 00.
D. D. Dowd.....	36 00.
Allen Pardee.....	33 50.

(Not let.)

ROUTE No. 9455.

From Wadsworth to Guilford, 8 miles, and back, once a week.

Bidders' names.	Sum per annum.
Allen Pardee.....	\$45 50.
D. D. Dowd.....	41 00.

INDIANA.

From July 1, 1859, to June 30, 1862.

ROUTE No. 12274.

From Natchez to Bloomfield, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. C. Kreider.....	\$1, 198.
L. D. Whitson.....	550.

ROUTE No. 12275.

From Jasper to Washington, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Stephenson	\$295 00.
Samuel Crim.....	997 00.
L. D. Whitson.....	450 00.
T. Wallace	259 00.
Thomas Johnson.....	249 00, schedule changed.
Joseph Ackerman.....	196 00.
Thomas Johnston, (after time)...	239 99, schedule proposed. (Received April 14, 1859.)

ROUTE No. 12276.

From Rochester to Winnemac, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. C. Kreider	\$698 00.
L. D. Whitson	430 00.
Joseph Stipp	239 50, schedule changed.
Wm. Atkinson	172 00.
Harrison Hock	160 00.
Josiah Walden	160 00.
John Rouch	159 00.
F. S. Winkley	143 50, 000.

ROUTE No. 12277.

From Bourbon to Bloomingburgh, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
James O. Parks	\$150.
James Perin	145.
John C. Dille	78, commence at Bloomingburgh

ROUTE No. 12278.

From Knox to Monterey, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel Crim	\$349 00.
Wm. W. Elemendorf	175 00.
A. Humphreys	125 00.
Adam Lambert	125 00.
Wm. W. McCormick	104 00.
S. A. McCrackin	90 00.
Joseph Bright	90 00.
M. Kleckner	75 00, schedule reversed.
Jeremiah Allen	74 95.
Jacob Slonaker	65 00.
Joseph Rothermal	60 00, schedule reversed.

ROUTE No. 12279.

From Knox to West York, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. C. Kreider	\$594.
	348.
J. B. McGogg	125, or
	200, twice a week, schedule proposed
A. Humphreys	125.
	250, twice a week.
Wm. W. Elmendorf	275, twice a week.
Adam Lambert	105.
	210, twice a week.
Wm. W. McCormick	104.
	208, twice a week.
Joseph P. Austin	99.
	174, twice a week.
Joseph Bright	90.
	180, twice a week.
S. A. McCracken	90.
	180, twice a week.

ROUTE No. 12280.

From Francisville to Winnemac, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel Crim-----	\$1, 192 00, twice a week. 796 00.
L. D. Whitson-----	725 00, twice a week. 416 00.
Joseph Stipp-----	349 50, twice a week, schedule proposed.
L. Wilson-----	300 00, twice a week.
Marcus Robinson-----	220 00, ^{ooo} . twice a week. 150 00, ^{ooo} .
L. Wilson-----	150 00.
Josiah Walden-----	124 00.
F. S. Winkley-----	89 50, ^{***} . 179, twice a week.

ROUTE No. 12281.

From Kokomo to Burlington, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. C. Kreider-----	\$598.
L. D. Whitson-----	300.
Wm. R. Ploughe-----	200.
J. W. Fawcett-----	180, schedule changed.

ROUTE No. 12282.

From Lexington to Charleston, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel Crim-----	\$498 00.
L. D. Whitson-----	99 50, schedule changed.
Edmund Hardwick-----	90 00.
W. Williams-----	78 00.
E. W. Hardwick-----	75 00.

ROUTE No. 12283.

From Michigantown to Kokomo, 25 miles and back, once a week.

Bidders' names.	Sum per annum.
E. C. Kreider-----	\$1, 195, twice a week. 793.
Wm. Ploughe-----	268.
H. Tiller-----	460, twice a week. 268.
John Roush-----	500, twice a week. 250.
Wm. V. Johnston-----	500, twice a week. 245, ^{ooo} . 475, ^{ooo} , twice a week.

ROUTE No. 12284.

From Frankfort to Tipton, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel Crim-----	\$849.
L. Mitchel-----	450. 300, end at Berlin.
M. F. Green-----	250, schedule changed.

ROUTE No. 12285.

From Rockville to Brazil, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. C. Kreider.....	\$698.
L. D. Whitson.....	420.
Samuel Magill.....	225, 000.
A. S. Hill.....	205, schedule changed.
James Stuart.....	180.

KENTUCKY.

From July 1, 1858, to June 30, 1862.

ROUTE No. 9710.

From Ashland to Stuart's Tunnell, 11 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Andrew Stuart.....	\$943, two-horse hack.
S. M. Gable.....	895.
Robert Boyd.....	687.
B. H. Sowder.....	569.
H. B. Nicholson.....	450.
John C. Ball.....	395, 000.
Andrew Stuart.....	290.
	644, 000, twice a week.

ROUTE No. 9711.

From Bell's Trace to Head of Paint, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
John C. Ball.....	\$350, 000.
B. H. Sowder.....	282, end at New Hope.
Robert Boyd.....	275.
William J. Whitley, (after time).....	140.
	125, schedule changed. (Received May 19, 1859.)

ROUTE No. 9712.

From Benton to Mayfield, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. H. Sowder.....	\$149, end at New Hope.
Robert Boyd.....	149.

ROUTE No. 9713.

From Cadiz to Sineport, Tenn., 23 miles, and back, once a week. Bids for two trips a week invited.

Bidders' names.	Sum per annum.
Robert Boyd.....	\$283.
B. H. Sowder.....	199.

ROUTE No. 9714.

From Crittenden to Falmouth, 20 miles, and back, once a week. Bids for two, and also three trips a week, invited.

Bidders' names.	Sum per annum.
Thomas E. Moore.....	\$550.
	750, tri-weekly.
	950, twice a week.
A. C. King.....	375.
Robert Boyd.....	293.
B. H. Sowder.....	260.

ROUTE No. 9715.

From Hopkinsville to Paducah, once a week, 95 miles. Bids invited to end at Palma.

Bidders' names.	Sum per annum.
Robert Gwinn.....	\$1,200.
	1,000, end at Palma.
Andrew Stuart.....	990, ^{ooo} .
Robert Boyd.....	894.

ROUTE No. 9716.

From Hustonville to Somerset, 35 miles, and back, once a week.

Bids invited to commence route at Middleburg; and also to end at Adam's Mills invited.

Bidders' names.	Sum per annum.
R. J. Leister.....	\$416.
O. G. Kelly.....	400.
Robert Boyd.....	389.
B. H. Sowder.....	299.
William S. Cooke.....	273.
	143, Middleburg to Adam's Mills.
	293, if 9620 is abolished.
	193, end at Adam's Mills.

ROUTE No. 9717.

From John Word's to Bush's Store, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Edward Gibson.....	\$250.
Nelson Besry.....	249, no guaranty.
B. H. Sowder.....	249.
Wm. Cattengine.....	200.
Andrew C. King.....	193.
Robert Boyd.....	193.
John Morris.....	158.
Thomas J. Russell.....	149.
James Hale, sr.....	140.

ROUTE No. 9718.

From Lebanon to Somerset, 60 miles, and back, once a week.

Bids for two and also three trips a week invited.

Bidders' names.	Sum per annum.
C. H. Tucker.....	\$3,750, three times a week, two-horse coach eight months, horse residue.
Wm. J. Robertson & J. H. Thomas	2,100, two-horse coach to Bradfordville, ^{ooo} residue, three times a week.
	1,747, two-horse coach to Bradfordville, ^{ooo} residue.
Isaac B. Kinhead.....	992, twice a week, ^{ooo} .
R. J. Leister.....	624, no guaranty.
H. M. Demaner.....	600.
O. G. Kelly.....	550.
B. H. Sowder.....	514.
O. P. Jasper.....	499.
	900, twice a week.
Andrew C. King.....	490.
Wm. L. Cook.....	473.
	793, twice a week.
	993, three times a week.
	373, }
	700, } if 9620 is abolished.
	950, }
Robert Boyd.....	449.

ROUTE No. 9719.

From Louisville to Tippecanoe, 17 miles, and back, once a week.
Bids for two trips a week invited.

Bidders' names.	Sum per annum.
Robert Boyd	\$294.
. H. Sowder	284.
Andrew C. King	223.

ROUTE No. 9720.

From Madisonville to Morganfield, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Andrew C. King	\$493.
B. H. Sowder	364.
Robert Boyd	344.
William Wickes	300.
John D. Hardwick	296.

ROUTE No. 9721.

From Madisonville to Caseyville, 43 miles, and back, once a week.
Bids for service from Providence to Caseyville only invited.

Bidders' names.	Sum per annum.
Andrew C. King	\$493.
B. H. Sowder	416.
Robert Boyd	349.
John D. Hardwick	296.
Hiram J. Smith	208, commence at Providence.

ROUTE No. 9722.

From Mayfield to Hickman, 40 miles, and back, once a week.
Bids for three and also for six trips a week invited.

Bidders' names.	Sum per annum.
Beadles & Anderson	\$2,000.
Andrew Stuart	1,090, ⁰⁰⁰ , three times a week.
	2,100, ⁰⁰⁰ , six times a week.
James H. Gibbs	980.
	1,850, hack.
James W. Nichols	900, three times a week.
Nathaniel M. Morse	719, three times a week.
B. H. Sowder	699, three times a week.
Andrew C. King	493.
Robert Boyd	394.
B. H. Sowder	312.

ROUTE No. 9723.

From Mayfield to Paris, 40 miles, and back, three times a week.
Bidders to state the names of the intermediate post offices they intend to supply.

Bidders' names.	Sum per annum.
N. E. Gray	\$2,390, ⁰⁰⁰ , four-horse coach.
	1,790, two-horse coach ; no guaranty.
Beales & Anderson	2,000.
Andrew Stuart	1,244, ⁰⁰⁰ .
James H. Gibbs	990.
	1,875, hack.
N. E. Gray	930, ⁰⁰⁰ .
	1,790, two-horse hack ; supply offices on main road.
Robert Boyd	899.
B. J. Milam	735, in addition to amount received for 10185.
J. Wes. Cook	312, twice a week, end at Boydsville.

ROUTE No. 9724.

From Mayfield to Hickman, 42 miles, and back, once a week.
Bids for three and also six trips a week invited.

Bidders' names.	Sum per annum.
James H. Gibbs	\$1,090, or \$2,185, hack.
C. A. Frenslly	725, twice a week.
Andrew C. King	493.
Robt. Boyd	393.

ROUTE No. 9725.

From Morganfield to Caseyville, 15 miles, and back, once a week.
Bids for two and also three trips a week invited.

Bidders' names.	Sum per annum.
Andrew C. King	\$243.
Robert Boyd	144.
Hiram Smith, jr	104.
B. H. Sowder	99.
Joseph Jones	98.

ROUTE No. 9726.

From Murray to Feliciana, 30 miles, and back, once a week.
Bids for three trips a week invited.

Bidders' names.	Sum per annum.
Robert Boyd	\$344.
Charles A. Frenslly	250.
B. H. Sowder	219.

ROUTE No. 9727.

From Murray to Hickman, 60 miles, and back, once a week.
Bids for three trips a week invited. Bids to end at Feliciana invited.

Bidder's name.	Sum per annum.
Robert Boyd	\$494.

ROUTE No. 9728.

From New Liberty to Ghent, 14 miles, and back, three times a week.
Bids for six times a week invited.

Bidders' names.	Sum per annum.
John B. Faster	\$1,300, six times a week.
	900.
Robert Boyd	473.
William S. Cook	393.
	693, six times a week.
James W. Cannon	350, six times a week.
Alexander W. Holeman	244, six times a week.
	194.
B. H. Sowder	234.
Duvall English	100.
	74.

ROUTE No. 9729.

From Paducah to Blandville, 36 miles and back, once a week.
Bids for two trips a week invited.

Bidders' names.	Sum per annum.
Andrew Stuart	\$445.
Robert Boyd	344.
W. S. Watson	295.
J. H. Stovall	257.
Richardson & Bodkin	249.

ROUTE No. 9730.

From Paris to Owingsville, 33 miles, and back, once a week.
Bids for three and also for six trips a week invited.

Bidders' names.	Sum per annum.
W. R. Wolverton	\$570.
	972, three times a week.
	1,573, six times a week.
Robert Boyd	347.
William S. Cook	343.
	940, three times a week.
	1,800, six times a week.
B. H. Sowder	270.
Edmund Wells	179.
	537, three times a week.
	1,075, six times a week.

ROUTE No. 9731.

From Providence to Vanderburg, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert Boyd	\$143.
B. F. Sowden	98.
Joseph C. Thompson, (after time)	100. (Received May 11, 1859.)

ROUTE No. 9732.

From Somerset to Whitley C. H., 47 miles, and back, once a week.

Bidders' names.	Sum per annum.
C. C. Ashley	\$475.
R. J. Leister	468.
Andrew C. King	393.
Thomas Russell	350.
B. H. Sowder	300.
Robert Boyd	297.

ROUTE No. 9733.

From Springport to New Liberty, 13 miles, and back, once a week.
Bids for two and also three trips a week invited.

Bidders' names.	Sum per annum.
W. H. Gale	\$300 00,
	400 00, twice a week.
	500 00, three times a week.
B. H. Sowder	194 00, twice a week.
	274 00, three times a week.
Robert Boyd	147 00.
Joseph P. Evins	112 50.
	225 00, twice a week.
	337 50, three times a week.
B. H. Sowder	99 00.

ROUTE No. 9734.

From Sublimity to Linden, — miles, and back, once a week.

Bidders to state distance and give schedule of the days and hours of departures and arrivals.

Bidders' names.	Sum per annum.
William S. Cook.....	\$193.
Robert Boyd.....	190.
B. H. Sowder.....	143.

ROUTE No. 9735.

From Wise to John Sturgill's, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas J. Owens.....	\$399.
G. W. Morgan.....	350.
B. H. Sowder.....	245.
Robert Boyd.....	243.
Morgan T. Sipps.....	220.
William Bond.....	200.
James B. Howard.....	129.

TENNESSEE.

From July 1, 1859, to June 30, 1862.

ROUTE No. 10227.

From Copper Mines to Turtletown, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
D. A. Neilson.....	\$173 00.
John W. Shearer.....	130 96.
E. M. Kirkpatrick.....	125 00.
B. H. Sowder.....	124 00.
William Dobkins.....	120 00.
R. A. Walker.....	119 00.
G. W. Pitman.....	75 00.
Edmund McNabb.....	49 00, schedule reversed.

ROUTE No. 10228.

From Dyersburgh to Brownsville, 30 miles and back, once a week.

Bids for three trips a week invited; bidders will name all the intermediate offices they intend to supply.

Bidders' names.	Sum per annum.
Robert Boyd.....	\$343.
Ranson Cunningham.....	333.
	1,000, three times a week, 000.
B. H. Sowder.....	249.

ROUTE No. 10229.

From Ellejay to Severyville, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
Sessler & Fagg.....	\$183.
D. A. Neilson.....	144.
B. H. Sowder.....	109.
M. W. McCowa.....	76.
Philip Seaton.....	51.

ROUTE No. 10230.

From Franklin to Charlotte, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
W. S. Cook	\$740.
D. J. Craig	444.
D. A. Neilson	443.
John A. Hough	400.
Isaac Ivy	345.

ROUTE No. 10231.

From Franklin to Lewisburgh, 40 miles, and back, once a week.

Bids for three trips a week, by schedule to be proposed by the bidders, invited.

Bidders' names.	Sum per annum.
Robert A. Wilson	\$800, three times a week.
James A. Stephens	800.
F. M. Lavender	400.
D. A. Neilson	389.
D. J. Craig	344.
John A. Hough	275.
	990, three times a week, two-horse coach. Schedule proposed.

ROUTE No. 10232.

From Granville to Chesnut Mound, 7 miles, and back, once a week.

Bids to commence route at Flynn's Lick, and run thence, *via* Grandville, to Chesnut Mound, three times a week, and back, invited.

Bidders' names.	Sum per annum.
Wm. C. Ligon	\$334, commence at Flynn's Lick.
S. B. McDearman	300, three times a week, commence at Flynn's Lick.
James R. Talbot	299, schedule proposed, commence at Flynn's Lick.
Robert Boyd	191.
R. J. C. Galbreath	185, commence at Flynn's Lick.
Wm. C. Ligon	150.
B. H. Sowder	77.
N. Cook & S. Syport	70.
	170, three times a week, commence at Flynn's Lick for <i>pro rata</i> .

ROUTE No. 10233.

From Jackson to Purdy, 37 miles, and back, once a week.

Bids for three trips a week invited; also to commence at Medon, omitting Jackson and Mount Pinson.

Bidders' names.	Sum per annum.
James W. Pace	\$1,600 00.
Cross & Hightower	974 00, three times a week, ***.
	974 00, commence at Medon.
John Birchett	925 00, three times a week.
	870 00, three times a week, commence at Medon.
William Lawhon	800 00, three times a week, commence at Medon, run <i>via</i> Amity Hill, &c.
J. M. Teague	800 00, commence at Medon, three times a week.
William Bailey	794 00, three times a week.
	784 00, three times a week, commence at Medon.
R. K. Flowers	600 00.
	2,000 00, three times a week, two-horse stage.
John T. Chidester	549 00, ***.
John C. Huddleston	500 00.
	1,000 00, three times a week.

Bidders' names.	Sum per annum.
John C. Huddleston	\$450 00, commence at Medon. 900 00, three times a week.
A. T. Harper	450 00, commence at Medon.
John R. Morgan	448 00.
C. C. Leeoter	444 50. 749 00, twice a week. 1,000 00, three times a week.
John M. Hendrix	419 00.
Charles W. Maynard	400 00. 700 00, twice a week. 1,200 00, three times a week.
Cross & Hightower	400 00, commence at Medon. 400 00.
C. C. Sewter	397 00, commence at Medon. 700 00, commence at Medon, twice a week. 900 00, commence at Medon, three times a week.
John McCracken	396 00. 1,096 00, three times a week. 350 00, commence at Medon. 960 00, commence at Medon, three times a week.
A. K. Smallwood	380 00. 800 00, three times a week; commence at Medon.
James H. Curr	350 00, end at Mount Pinson.
Robert Boyd	343 00.
Ranson Cunningham	333 00.
Lorenzo Goodell	1,000 00, three times a week, ***. 312 00. 424 00, two-horse coach. 936 00, three times a week. 1,875 00, three times a week, two-horse coach. 3,750 00, three times a week, four-horse coach.
R. M. Thompson	300 00, commence at Medon, three times a week <i>pro rata</i> ; no guaranty.
Gayler & Maness	229 00, commence at Medon. 451 00, twice a week. 676 00, three times a week, embracing other offices ; no guaranty.
(After time.)	
Gayler & Maness	676 00, as invited ; three times a week, commence at Medon, <i>pro rata</i> once a week.
Joshua M. Teague	5 00 per trip, commence at Medon.

ROUTE No. 10234.

From Knoxville to Maynardsville, 42 miles, and back, once a week.

Bidders' names.	Sum per annum.
W. F. Edmonds	\$775 00. 1,000 00, twice a week.
George Allen	557 50.
Sessler & Fagg	523 00.
Michael Goldman	400 00.
W. P. Owen	400 00, ***.
D. A. Neilson	389 00.
A. C. King	373 00.
J. M. & Wm. K. Marcum	225 00.
William Jackson	219 00.
Jas. M. & Wm. K. Marcum	199 98.

ROUTE No. 10235.

From Knoxville to Wallace's Cross Roads, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Sessler & Fagg	\$243 00.
A. C. King	174 00.
D. A. Neilson	173 00.
G. W. Carns	140 00.
B. H. Sowder	124 00.
William Jackson	119 00.
Joseph B. Lamar	90 00.
Wm. Robbins	87 50.
Joseph B. Lamar	85 00.

ROUTE No. 10236.

From Knoxville to Jamestown, 81 miles, and back, once a week.
Bids for two trips a week invited.

Bidders' names.	Sum per annum.
Richard Oliver	\$1,690, twice a week, two-horse hack.
W. F. Edmonds	1,425.
	1,780, twice a week.
Richard Oliver	1,360, two-horse hack.
	1,180, twice a week.
	830.
Soliver Reavis	1,000.
D. A. Neilson	793.
A. C. King	790.
Robert Boyd	770.
T. A. Wiley	750. No guaranty.
John W. Roberts	695.
	1,109, twice a week.
A. L. Welch	600, schedule reversed.
Sessler & Fagg	1,073.
	1,573, twice a week.

ROUTE No. 10237.

From McMinnville to Pikeville, 40 miles, and back, once a week.
Bids for two trips a week invited.

Bidders' names.	Sum per annum.
N. Cook & S. Syport	\$670, 000.
John D. Marshall	495, twice a week.
W. S. Cook	473.
D. A. Neilson	389.
M. A. Price	350.
	550, twice a week.

ROUTE No. 10238.

From Maynardsville to Speedwell, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Sessler & Fagg	\$363 00.
George Allen	275 50.
D. A. Neilson	273 00.
R. H. Sowder	248 00.
W. P. Owen	200 00.
A. C. King	193 00.
Michael Goldman	200 00.
	400 00, twice a week.
Thomas McCain	119 50, schedule changed.

ROUTE No. 10239.

From Maynardsville to Loy's + Roads, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
Sessler & Fagg-----	\$193 00.
George Allen-----	185 50.
D. A. Neilson-----	143 00.
A. C. King-----	123 00.
George Loy-----	100 00.
W. P. Owen-----	100 00.
Michael Goldman-----	100 00.
	200 00, twice a week.
B. H. Sowder-----	94 00.
J. M. & William H. Marcum---	68 00.

ROUTE No. 10240.

From Manchester to Pelham, 18 miles, and back, once a week.
Bids for two and also three trips a week invited.

Bidders' names.	Sum per annum.
T. A. Wiley-----	\$385, three times a week.
	388, twice a week.
John D. Marshall-----	386, three times a week.
	290, twice a week.
W. S. Cook-----	273.
	493, twice a week.
	743, three times a week.
John W. Adams-----	250.
T. A. Wiley-----	195.
D. A. Neilson-----	177.
R. H. Sowder-----	109.

ROUTE No. 10241.

From mouth of Sandy to Congersville, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert Boyd-----	\$219.
B. H. Sowder-----	149.
Ziba H. Williams, (after time)--	75, schedule reversed.

ROUTE No. 10242.

From Murfreesboro' to Liberty, 30 miles, and back, once a week.
Bids for two and also three trips a week invited.

Bidders' names.	Sum per annum.
Vaught & Barker-----	\$950, three times a week, two-horse hack.
Wm. W. Sellars-----	950.
	1,200, twice a week.
	1,450, three times a week.
Isaiah B. David-----	775, twice a week, two-horse hack.
	1,000, three times a week, two-horse hack.
Wm. J. McKnight-----	800, 000 .
	994, three times a week, two-horse hack.
Carlton & Fain-----	794, three times a week.
Wm. J. Hayes-----	770, once a week, two-horse hack.
	770, twice a week, two-horse hack.
	770, three times a week, two-horse hack.
R. H. Sowder-----	589, three times a week.
J. W. Hays-----	575, two-horse coach.
	675, twice a week, two-horse coach.
	725, three times a week, two-horse coach.
	575, two-horse hack.
	633, twice a week, two-horse hack.
	725, three times a week, two horse hack.
Jas. T., jr., & Leander Hays----	499, two-horse hack.
	698, twice a week, two horse hack.
	800, three times a week, two-horse hack.

Bidders' names.	Sum per annum.
D. A. Neilson.....	\$343.
M. A. Price.....	300.
	450, twice a week.
	550, three times a week.
	650, twice a week, two-horse sulky.
	850, three times a week, two-horse sulky
Cook & Syport.....	290.
	500, twice a week, ***.
	690, three times a week, ***.
	600, twice a week, two-horse coach.
	720, three times a week, two-horse coach
T. H. W. Richardson.....	200.
	195, for 2d trip.
	180, for 3d trip.
R. H. Sowder.....	199.
John A. Bratton.....	190.
	280, twice a week.
	560, three times a week.
T. H. W. Richardson.....	190.
	185, 2d trip.
	185, 3d trip.

ROUTE No. 10243.

From Nashville to Leiper's Fork, 23 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. H. Sowder.....	\$247.
T. M. Lavender.....	250.
P. W. Moss.....	249.
Cook & Syport.....	220.
	380, twice a week.
D. Alex. Neilson.....	194.
Sidney P. Smith.....	150.

ROUTE No. 10244.

From Newport to Warm Springs, N. C., 26 miles, and back, once a week.

Bidders' names.	Sum per annum.
Sessler & Fagg.....	\$363 00.
D. A. Neilson.....	294 00.
A. C. King.....	273 00.
J. P. Ragan.....	139 50.
James R. Allen.....	127 00.
William P. Blair, (after time)...	250 00.

ROUTE No. 10245.

From Paris to Huntingdon, 29 miles, and back, once a week. Bids invited to commence at Sandy Hill, and run *via* Mansfield and Marlboro' to Sandy Bridge, by a schedule to be proposed by the bidder in lieu of former route.

Bidders' names.	Sum per annum.
James T. Williams.....	\$500.
J. W. Harris.....	423.
Robert Boyd.....	299.
A. P. Harper.....	200, as invited.

ROUTE No. 10256.

From Rock Island to Cokeville, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
T. A. Wiley	\$400.
W. S. Cook	393.
D. Alex. Neilson	342.
Thomas H. Faucher	195.

ROUTE No. 10247.

From Russellville to Panottsville 30 miles, and back, once a week. Bidders will state distance and give days and hours of departures and arrivals.

Bidder's name.	Sum per annum.
D. Alex. Neilson	\$239.

ROUTE No. 10248.

From Silver Top to Compromise, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
Robert Boyd	\$197.
B. H. Sowder	94.

ROUTE No. 10249.

From Sparta to Standing Stone, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
T. A. Wiley	\$444.
W. S. Cook	393.
D. A. Neilson	343.

ROUTE No. 10250.

From Spring Creek to Crucifix, 17 miles, and back, once a week.

Bidders' names.	Sum per annum.
R. K. Flowers	\$300 00.
	500 00, twice a week.
Ranson Cunningham	200 00.
Joseph Hammersley	247 50.
Robert Boyd	194 00.
G. M. Robinson	190 00.
James H. Curry	150 00.

ROUTE No. 10251.

From Union Depot to Poor Hill, 19 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. C. King	\$223.
D. A. Neilson	197.
J. R. Miller	184.
B. H. Sowder	148.
James H. Hughes	130.

ROUTE No. 10252.

From Vernon to Buffalo, 25 miles, and back, once a week. Bids to extend route to end at Cuba, (9 miles further,) invited.

Bidders' names.	Sum per annum.
D. A. Neilson	\$288.
John L. McCracken	225.
	296, as invited.
B. H. Sowder	219.
R. F. Jarvell, (after time)	493, as invited. No guaranty.

ROUTE No. 10253.

From Wynesboro' to Corinth, 57 miles, and back, once a week. Bids to commence at Smith's Fork invited; also for more frequent service.

Bidders' names.	Sum per annum.
William Bailey	\$1,449, twice a week.
	1,200, commence at Smith's Fork, twice a week.
Stephen Weaver	900, twice a week.
	1,100, three times a week.
Claiborne Acklin	899.
James Hightown	850.
	600, commence at Smith's Fork.
John T. Chidester	850.
	700, 000 . Commence at Smith's Fork.
James A. Carz	599.
D. A. Neilson	597.
D. J. Craig	570.
John A. Hough	475.
	2,500, two-horse coach, three times a week.
	2,000, commence at Smith's Fork; two-horse coach, three times a week.

ROUTE No. 10254.

From Waynesboro' to Linden, 31 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Hightown	\$500.
Daniel C. Walker	395.
John Stamps	388.
James H. Curz	360.
D. A. Neilson	349.
John A. Hough	300.
D. J. Craig	290.
Joseph Weaver	200.
J. L. Cragg	199.

ROUTE No. 10255.

From Paris to Humboldt, 50 miles, and back, once a week. Bidders to designate the route, and give the names of intermediate offices they propose to supply.

Bidders' names.	Sum per annum.
H. C. Angel and James Cook	\$9,990, four-horse coach.
	4,500, two-horse coach.
	1,800, 000 .
Joseph Hammerly	6,000, two-horse coach. Gives intermediate offices.
Lorenzo Goodell	3,000.
	5,000, two-horse hack.
	9,400, four-horse coach. Gives intermediate offices.
Joseph Hammerly	5,800, two-horse coach. Gives intermediate offices.
	5,800, six times a week, coaches. Gives intermedi- ate offices.
Isaac C. Beneau	4,000, 000 .

ROUTE No. 10256.

From Dyersburgh to Rutherford Depot, 27 miles and back, three times a week.

Bidders' names.	Sum per annum.
Joseph Hammersley	\$2,245, two-horse coach.
Samuel P. Payne	2,000, two-horse coach.
R. K. Flowers	1,800, two-horse stage.
	1,000, buggy.
	500, once a week.
B. H. Sowder	1,499, two-horse coach.
M. A. Written	1,200.

Bidders' names.	Sum per annum.
R. Cunningham	\$1,200, 000.
John M. Hendrick	994.
James Hightower	900.
John W. Roberts	900.
Robert Boyd	873.
B. H. Sowder	584.
James H. Gibbs	550. <i>Accepted June 1, 1859.</i>
	1,200, hack.

Contract made with James H. Gibbs, dated June 1, 1859, at \$550 per annum.

ALABAMA.

From July 1, 1859, to June 30, 1862.

ROUTE No. 7219.

From Athens to Athens, equal to 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
John W. Anderson	\$400.
Boyd & Cook	343.
E. W. Holt	312.
	250, omit Gilbertsboro' and Good Spring.

ROUTE No. 7220.

From Broken Arrow to Greensport, 13 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel A. Wyatt	\$140.
Jesse Davis	125. No guarantor.

ROUTE No. 7221.

From Elba to Wardville, 75 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stephen F. Gafford	\$1,180.
Harris & Stone	1,170.
C. & W. J. Garrett	700.
John Y. Register	480.

ROUTE No. 7222.

From Gadsden to Esom Hill, Ga., 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. Griffith	\$600.
James J. Adams	450.
A. E. Vandiver	299.
Wm. Griffith	250, from Hook's Bluff to Cross Plains.

ROUTE No. 7223.

From Goshen to Reavesville, 14 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter W. Robertson	\$75, schedule reversed.
Jesse Peace	74, schedule reversed.
James Young	70, schedule reversed.
George S. Reaves	45, schedule reversed.

ROUTE No. 7224.

From Greenville to Leon, 32 miles, and back, once a week.

Bidders' names.	Sum per annum.
Dozier & Robinson.....	\$375.
Stephen F. Gafford.....	372.
John Y. Register.....	250.

ROUTE No. 7225.

From Handy to Jasper, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Boyd & Cook.....	\$443.
Geo. D. Mulder	400, 000.
Andrew H Embury.....	356.
D. M. Compton	350.
Andrew Painter	349.
	698, twice a week.
	793, twice a week, extend to Fayette C. H.
John R. Fowler.....	329.
John M. Wallace	325.
Green Robins	300.
F. M. Treadway.....	290.
John Brown	215.
Thomas Brown	195, schedule reversed.

ROUTE No. 7226.

From Hayneville to Troy, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
Dozier & Robinson.....	\$999.
Stephen F. Gafford	980.
C. & W. J. Garrett	650.
Samuel M. Adams, jr.....	594.
Elijah Ivey	550.
George C. Powell.....	541.
N. G. Powell.....	419.

ROUTE No. 7227.

From Houston to Hanby's Mills, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
D. M. Compton	\$700.
Geo. D. Mulder	500, 000.
John S. Compton.....	348.

ROUTE No. 7228.

From Indigo Head to Buzbeeville, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. H. Matherry	\$100.
John Y. Register	100.

ROUTE No. 7229.

From Jacksonville to Blue Pond, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Dozier & Robinson.....	\$385.
George T. Clifton.....	350.
	500, twice a week, schedule reversed.
H. B. Watkins.....	250.
George W. Leach.....	244.
A. E. Vandiver.....	229.

ROUTE No. 7230.

From Jefferson to Brewersville, 15 miles, and back, once a week.

(No bidders.)

ROUTE No. 7231.

From Larkinsville to Guntersville, 27 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Edwards.....	\$1,200.
J. H. Wisdom.....	900, two-horse hack, side supply to Santa unless removed to direct road.
	1,350, four-horse coach, side supply to Santa unless removed to direct road.
	780, 000 .
Asahel P. Chapman.....	595.

ROUTE No. 7232.

From Letohatchee to Selma, 43 miles, and back, daily.

Bidders' names.	Sum per annum.
H. Pierce and J. A. Bessent.....	\$30,400 37, four-horse coach.
P. A. Cook.....	20,000 00, withdrawn.
Coffee & Gresham.....	14,950 00.
Harris & Stone.....	9,700 00, four-horse coach.
Hill, Taylor & Timberlake.....	5,900 00, four-horse coach.
	4,900 00, two-horse hack.
Harris & Stone.....	4,848 00, two-horse coach.
Wm. L. Adams.....	3,740 00, no guarantor.
Stephen F. Gafford.....	2,980 00, sulky.

ROUTE No. 7233.

From Lyonville to Whitesides, (on the Nashville and Chattanooga Railroad,) 40 miles, and back, once a week.

(No bidders.)

ROUTE No. 7234.

From Montgomery to Pensacola, Fla., 175 miles, and back, three times a week. Bids for daily service invited, and to commence at Greenville.

Bidders' names.	Sum per annum.
Harris & Stone.....	\$27,600, six times a week, four-horse coach; commence at Greenville.
Nelson, Taylor & Brimmer.....	20,000, four-horse coach.
	40,000, four-horse coach daily.
	15,000, four-horse coach, commence at Greenville.
	30,000, four-horse coach daily, commence at Greenville
S. C. Beman.....	17,500, 000 , commence at Greenville.
	13,000, commence at Greenville.
Harris & Stone.....	16,000, four-horse coach.

Bidders' names.	Sum per annum.
Stephen F. Gafford.....	15,800, two-horse hack daily.
	11,000, two-horse hack daily, commence at Greenville
	11,850, two-horse hack.
	8,250, two horse hack.

(Not let.)

ROUTE No. 7235.

From Morgan to Columbia, — miles, and back, once a week.

(No bidders.)

ROUTE No. 7236.

From Oleander to Warrenton, 12 miles, and back, once a week.

Bidder's name.	Sum per annum.
Martin Putnam.....	\$75.

(Not let.)

ROUTE No. 7237.

From Oxford to Fife, 18 miles, and back, once a week.

Bidder's name.	Sum per annum.
S. S. Gunnaway.....	\$150.

ROUTE No. 7238.

From Pine Level to Pea River, 33 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Edwards.....	\$800.
W. J. D. Rosebury.....	450.
C. & W. J. Garrett.....	400.

ROUTE No. 7239.

From Somerville to Valhermose Springs, 9 miles, and back, twice a week.

Bidders' names.	Sum per annum.
E. M. Sams.....	\$145.
	250.
S. Jennings.....	130.
Benjamin L. Chum.....	90.
William H. Lyle.....	88.
William West.....	75.

ROUTE No. 7240.

From Talladega to Copewell, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Edwards.....	\$300.
John M. Mills.....	192.

ROUTE No. 7241.

From Uniontown to Linden, 24 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Edwards.....	\$1,440.
Vintres Sykes.....	1,064, buggy from March 15 to December 1.
	1,040, buggy from March 15 to December 1.
John L. Murphy.....	900, 000 . Accepted April 25, 1859.

Contract made with John L. Murphy, dated April 25, 1859, at \$900 per annum.
 Leave Uniontown Tuesday, Thursday, and Saturday, at 1 p. m.; arrive at Linden by 8 p. m.
 Leave Linden Tuesday, Thursday, and Saturday, at 5 a. m.; arrive at Uniontown by 12 m.

MISSISSIPPI.

From July 1, 1859, to June 30, 1862.

ROUTE No. 7627.

From Fulton to Thompson's Store, 22 miles, and back, once a week.

Bidder's name.	Sum per annum.
James A. Norman.....	\$300.

ROUTE No. 7628.

From Black Hawk to Wheeling, 18 miles, and back, three times a week.

(No bidders)

ROUTE No. 7629.

From Carrollton to Sidon, 25 miles, and back, once a week.

Bidder's name.	Sum per annum.
W. H. Curtis.....	\$287. No certificate.

ROUTE No. 7630.

From Shuqualah to Canton, 90 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John H. Hardy.....	\$9,500, ***.
Marcus B. Warren.....	9,450, two-horse coach.
Woodward & Comfort.....	6,848, two-horse coach.
Lock, Owen & Owen.....	4,995, two-horse coach.
Hill, Taylor & Timberlake.....	4,800, two-horse coach, ***.
Woodward & Lewis.....	2,995.
A. P. Henry.....	2,800, schedule proposed.
James Williams.....	2,775.

ROUTE No. 7631.

From Kosciusko to Greensboro', 40 miles, and back, three times a week.

Bidders' names.	Sum per annum.
A. H. Hammond.....	\$6,000, two-horse hack.
J. M. Wells.....	2,900, two horse hack.
Thomas Ely.....	1,744, two-horse hack.
James W. Wilcox.....	1,685.

ROUTE No. 7632.

From Canton to Beattie's Bluff, 15 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Joseph A. Comfort.....	\$798.
Newton Smith, (after time)....	—

Postmaster authorized to engage carrier at not exceeding \$450 per annum.

ROUTE No. 7633.

From Meridian to Herbert, 30 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Joseph A. Comfort.....	\$1,038.
B. B. Thompson.....	974.
Woodward & Lewis.....	995.
A. H. Hammond.....	900.
K. Lovett.....	799.
William T. Meader.....	995.

ROUTE No. 7634.

From Corinth to Okalona, 100 miles, and back, daily, in four-horse coaches.

Bidders' names.	Sum per annum.
Hanger & Rapley.....	\$19,500, four-horse coach.
Isaac C. Beman.....	20,000, including all the mail, and extend to the Mobile and Orleans R. R. at <i>pro rata</i> .
Hill, Taylor & Timberlake.....	24,880, four-horse coach.

ROUTE No. 7635.

From Waynesboro' to Nicholson's Store, 40 miles, and back, three times a week.

Bidder's name.	Sum per annum.
George Y. Woodward.....	\$1,090.

ROUTE No. 7636.

From Kosciusko to Goodman's Depot, 31 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Hardy.....	\$2,590, two-horse coach.
Hill, Taylor & Timberlake.....	1,200, two-horse hack. 600, ⁰⁰⁰ , if No. 7642 is accepted.
J. A. Comfort.....	1,038.
Thomas Ely.....	1,198, two-horse hack. 700.

ROUTE No. 7637.

From Armitage to Macon, 10 miles, and back, three times a week.

Bidder's name.	Sum per annum.
Alpha H. Hammond.....	\$300.

ROUTE No. 7638.

From Granada to Gaff's Landing, 75 miles, and back, once a week.

Bidders' names.	Sum per annum.
B. F. Woodward.....	\$1,090.
Martin & Tittle.....	1,089.
Boyd & Cook.....	832.

ROUTE No. 7639.

From Canton to Enterprise, 83 miles, and back, once a week.

Bidders' names.	Sum per annum.
Lock, Owen & Owen.....	\$2,990 00, two-horse coach.
Joseph A. Comfort.....	1,088 00.
B. B. Thompson, (after time)---	1,494 50. (Received April 19, 1859.)

ROUTE No. 7640.

From Kosciusko to Suqualah, 70 miles, and back, once a week.

Bidders' names.	Sum per annum.
James W. Wilcox	\$1,515.
Joseph A. Comfort	1,088.
Hardy & Woodward	695.
E. L. Lewis	595.

ROUTE No. 7641.

From Granada to Macon, 100 miles, and back, six times a week. Bids for three times a week invited.

Bidders' names.	Sum per annum.
N. & G. Y. Woodward	\$17,490, four-horse coach.
Jno. H. Hardy	16,800.
W. H. Harvey	11,000, three times a week; two-horse hack.
Hill, Timberlake & Taylor	11,000, two-horse hack or ***.
	6,000, three times a week; two-horse coach or ***.
Nathaniel Woodward	9,990, two-horse coach.
John H. Hardy	8,500, three times a week, ***.
N. & G. Y. Woodward	5,490, three times a week; two-horse coach.
Pleasant, Irby & Tarpley	5,000, three times a week.

ROUTE No. 7642.

From Kosciusko to Taylor's Depot, 30 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Woodward & Hardy	\$4,990, two-horse coach.
John H. Hardy	2,990, three times a week; two-horse hack.
Thomas Ely	2,890, two-horse coach.
	2,388, two-horse hack.
Hill, Taylor & Timberlake	2,350, two-horse hack or ***.

ROUTE No. 7643.

From Lauderdale Station to De Kalb, 23 miles, and back, three times a week.

(No bidders.)

ROUTE No. 7644.

From Benton to Vaughn's Station, 14 miles, and back, six times a week.

Bidders' names.	Sum per annum.
John C. Hardy	\$3,978, two-horse hack; commence at Yazoo City.
	2,698, two-horse hack.
Nathaniel Woodward	2,500, two-horse coach.

ROUTE No. 7645.

From Okolona to Granada, 83 miles, and back, six times a week.

Bidders' names.	Sum per annum.
Woodward & Comfort	\$12,988, two-horse coach.
Hill, Taylor & Timberlake	7,970, ***.
John T. Chidester	6,900, ***.
John C. Holladay	4,900,
Isaac C. Bunan	4,800, ***.
Martin & Tittle	3,989, ***.
William L. Baskin, (after time) ..	3,890. (Received April 11, 1859.)

ROUTE No. 7646.

From Mayfield to Smithdale, 10 miles, and back, once a week.

(No bidders.)

ROUTE No. 7647.

From De Kalb to Daneville, 25 miles, and back, once a week.

(No bidders.)

ROUTE No. 7648.

From Hernando to Arkabutla, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Boyd & Cook.....	\$343.

ROUTE No. 7649.

From Charleston to McNutt, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. M. Rayburn.....	\$1,600.
Boyd & Cook.....	493.

ROUTE No. 7650.

From Waterford to Pink Hill, 4 miles, and back, once a week.

(No bidders.)

ROUTE No. 7651.

From Panola to Granada, 50 miles, and back, daily, except Sunday.

Bidders' names.	Sum per annum.
J. T. Chidester.....	\$8,900, two-horse coach.
Woodward & Comfort.....	8,448, two-horse coach.
A. M. Rayburn.....	3,600.
Martin & Tittle.....	3,589.
J. M. & J. L. Irby.....	2,200.
Payne & Williams.....	1,797, three times a week, two-horse coach, ^{ooo} .

ROUTE No. 7652.

From Napoleon, Ark., to Glencoe, 30 miles, and back, six times a week to Prentice, and once a week residue.

Bidders' names.	Sum per annum.
J. T. Chidester.....	\$2,465.
Kennedy & Adams.....	2,000, steamboats to Prentice and horse residue.
Lewis B. Knowles, (after time)...	365, no guaranty.

ROUTE No. 7653.

From Greenwood to Mouth of Cold Water, — miles, and back, once a week.

Bidder's name.	Sum per annum.
G. W. H. Brown.....	\$2,375.

ROUTE No. 7654.

From Vicksburg to Garver's Ferry, 205 miles, and back, once a week, in steamboats.

Bidders' names.	Sum per annum.
William Stewart.....	\$7,400.
William Porterfield.....	7,300.
Joshua Wiley.....	5,000.

Contract made with William Porterfield, dated June 1, 1859, at \$1,256 per annum.
 Leave Vicksburg Thursday at 12 m.; arrive at Garver's Ferry Saturday by 10 a. m.
 Leave Garver's Ferry Saturday at 12 m.; arrive at Vicksburg next day by 4 p. m.

ROUTE No. 7655.

From Boniva to Cardiff, 40 miles, and back, once a week.
(No bidders.)

ROUTE No. 7656.

From Rockport to Hazlehurst, 18 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Jacob Greiber.....	\$790, twice a week; commence at Mount Zion.
Braxton Fugate.....	490.
E. A. Ray, (after time).....	450.
	350.

ROUTE No. 7657.

From Sardis to Helena, Arkansas, 58 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. M. Rayburn.....	\$1,500.
Boyd & Cook.....	693.

ROUTE No. 7658.

From Utica to Terry, 25 miles, and back, three times a week.

Bidders' names.	Sum per annum.
W. H. Taylor.....	\$1,500.
John B. Chappell.....	1,350.
	1,250.
George Y. Woodward.....	990.
Braxton Fugate.....	940.

ROUTE No. 7659.

From Battle Springs to Jordan's Station, 6 miles, and back, three times a week.
(No bidders)

Postmaster authorized to engage carrier, May 19, 1859, at not exceeding \$180 a year.

ROUTE No. 7660.

From Coffeerville to Charleston, 28 miles, and back, three times a week in two-horse coaches.

Bidders' names.	Sum per annum.
Nathaniel Woodward.....	\$5,000, six times a week in two-horse coach.
John H. Hardy.....	3,978, three times a week in two-horse hack.
Nathaniel Woodward.....	2,790.
Martin & Tittle.....	1,894, two-horse coach.
W. H. & R. T. Payne.....	1,175, three times a week, two-horse coach.
J. A. Tully.....	850.
	1,550, six times a week.
	1,500, six times a week.
	850, three times a week.

ARKANSAS.

From July 1, 1859, to June 30, 1862.

ROUTE No. 7998.

From Memphis, Tennessee, to Hopefield, 2 miles, and back, daily, except Sunday.

Bidders' names.	Sum per annum.
R. W. Brimmer.....	\$2,500, six times a week, wagon.
	3,000, two-horse wagon.
Chidester, Rapley & Hanger....	1,950, in boats.
Richardson & Everett.....	1,000.
Robert Boyd.....	793.
Joseph Evans.....	975.
J. E. D. Spain.....	625.
John Robertson.....	600.
Edward M. Stack.....	593, ⁰⁰⁰ .

ROUTE No. 7999.

From Brownstown to Doaksville, 105 miles, and back, once a week.

Bidders' names.	Sum per annum.
Peter Hanger.....	\$4,000, two-horse hack.
Ward & Parks.....	1,900.
Meeks, Bell & Pool.....	1,200.
William Evans.....	1,190.
Langston Coffee.....	1,150, ⁰⁰⁰ .
Thomas P. Mellon.....	1,045.
Lemuel Cook.....	990, ⁰⁰⁰ .

ROUTE No. 8000.

From Paraclifta to Shetuckett, 45 miles, and back, once a week.

(No bidders.)

ROUTE No. 8001.

From Princeton to Locust Cottage, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Bell, Chidester, Rapley & Hanger	\$1,199 50.
	900 00.
James T. Elliott.....	619 00.
Posey & Beavers.....	438 00.
James Kennedy.....	349 00.

ROUTE No. 8002.

From Fort Smith to Waldron, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
John C. Ward.....	\$900.
John Carnall.....	389.
Thomas J. Mellon, (after time)-	575. (Received April 8, 1859.)

ROUTE No. 8003.

From Pocahontas to Hicks's Ferry, 30 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Boyd & Cook.....	\$1,493, ⁰⁰⁰ .
Andrew Stewart.....	894, two-horse hack.
William Muns.....	695.
A. H. Kebler.....	600.
William Evans.....	540.
Thomas J. Mellon.....	533.
H. C. Jarrett.....	500, schedule proposed.
B. F. Payne.....	299.

ROUTE No. 8004.

From Mill Bayou to Chilleceaux, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Boyd & Cook.....	\$493.
Thomas J. Mellon, (after time)...	580. (Received April 8, 1859.)

ROUTE No. 8005.

From Lewisville to Dardanelles, 36 miles, and back, once a week.

Bidders' names.	Sum per annum.
Chidester, Rapley & Hanger....	\$600.
Boyd & Cook.....	493.
Eli G. Collier.....	349.

ROUTE No. 8006.

From Memphis, Tennessee, to Jacksonport, 125 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William Stewart.....	\$4,990, two-horse coach.
Thomas J. Mellon.....	3,540.
Chidester, Rapley & Hanger....	3,400, ^{ooo} .
Hirsch & Alder.....	3,000.
Gaston L. Stroughan.....	2,897.

ROUTE No. 8007.

From Jacksonport to Batesville, 25 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Chidester, Rapley & Hanger....	\$2,800, four-horse coach.
	2,500, four-horse coach, twice a week.
Hirsch & Alder.....	1,800, two-horse coach, twice a week.
	1,500, two-horse coach, twice a week.
Boyd & Cook.....	1,393, ^{ooo} .
	993, twice a week.
G. T. Funstall.....	1,300, two-horse coach.
Hirsch & Alder.....	1,000, ^{ooo} .
Robert C. Bates.....	1,000.
John S. Leneave.....	824.
Hirsch & Alder.....	900, twice a week.
Wm. H. Grigsby.....	800.
Thomas J. Whellon.....	745.
Hirsch & Alder.....	725, ^{ooo} .
William Muns.....	595.
Mead H. Jackson.....	585.
Gaston L. Stroughan.....	572.
William Thomas, (after time)...	495. (Received April 12, 1859.)

ROUTE No. 8008.

From Little Rock to Searcy, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
Chidester, Rapley & Hanger....	\$850.
Samuel E. Fort.....	750.
William Evans.....	740.
John G. Fletcher.....	700.
James L. Duff.....	650.
John Kirk.....	650.
Thomas J. Mellon, (after time)...	850. (Received April 8, 1859.)

ROUTE No. 8009.

From Searcy to Cadron, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Chidester, Rapley & Hanger.....	\$750.
S. R. Muns.....	445.

ROUTE No. 8010.

From Augusta to Jacksonport, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
John V. Muns.....	\$545.
Boyd & Cook.....	493.
Robert M. Gregg.....	500.
Thomas J. Mellon.....	440.
William Evans.....	440.

ROUTE No. 8011.

From Marion to Walnut Camp, 40 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Boyd & Oook.....	\$1,943.
Thomas J. Mellon.....	1,840.
James A. Turrentine.....	900.

ROUTE No. 8012.

From Lockport to Monterey, — miles, and back, once a week.

Bidders' names.	Sum per annum.
William W. Davis.....	\$300, distance 36 miles.
Archibald Gillis.....	224.
John W. Dyer.....	225.

ROUTE No. 8013.

From Liberty to Murfreesboro', 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
William J. Meek.....	\$520.
James F. Bell.....	712.
A. T. W. Long.....	490.

ROUTE No. 8014.

From Powhatan to Pilot Hill, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. H. Kiblen.....	\$890 00.
	750 00, schedule proposed.
Gaston L. Straghan.....	495 00.
Thomas J. Mellon.....	430 00.
James M. Archer, (after time)...	598 50. (Received April 8, 1859.)

ROUTE No. 8015.

From Green Mount to Lehi, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
William D. Trotter.....	\$800.
Samuel McDaniel.....	500.
Reuben M. Hood.....	247.

ROUTE No. 8016.

From Gainesville to Greenville, 120 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Muns.....	\$1,900.
Andrew Stewart.....	1,590.
William Stewart.....	1,390. ⁰⁰⁰ .
Boyd & Cook.....	1,348.
A. H. Kibler.....	1,250.
B. F. Payne.....	695.
Thomas J. Mellon.....	645.
William Evans.....	540.
John McLean.....	1,491.
	2,100, twice a week.
	1,145, once a week; proposed schedule.

ROUTE No. 8017.

From Fort Smith to Albuquerque, New Mexico, 550 miles, once a month.

Bidders' names.	Sum per annum.
Chidester, Rapley & Hanger.....	\$60,000.
William B. Sutton.....	33,300, four-horse coach.
William B. Hutton.....	19,900.
Johnn McLean.....	13,950.
Lemuel Cook.....	6,000.
John V. Muns.....	3,000.
R. F. Payne, (after time).....	14,600. (Received April 14, 1859.)

ROUTE No. 8018.

From Marion to Walnut Camp, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
Boyd & Cook.....	\$693.
Thomas J. Mellon.....	695.

ROUTE No. 8019.

From Little Rock to Hungary, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
Chidester, Rapley & Hanger.....	\$750.
John Kirk.....	700.
John G. Fletcher.....	500.
S. R. Muns.....	495.
Samuel E. Fourt.....	425.
Posey & Beavers.....	469.
Reuben M. Hood.....	397.
P. Flynn, (after time.).....	1,190. (Received April 8, 1859.)

ROUTE No. 8020.

From Brownsville to Lake Bluff, 29 miles, and back, once a week.

Bidders' names.	Sum per annum.
S. R. Muns.....	\$495.
Wm. J. Rogers.....	294.

ROUTE No. 8021.

From Centre Point to Ultima Thule, 37 miles, and back, once a week.

Bidders' names.	Sum per annum.
Bell & Pool.....	\$481.
Isham P. Latimer.....	400, schedule proposed.
E. & W. H. Carruth.....	300.

ROUTE No. 8022.

From Brownstown to Doaksville, 85 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas G. T. Steel.....	\$5,500, two-horse coach.
Peter Hanger.....	3,700, four-horse coach.
William J. Meeks.....	1,200.
Bell & Pool.....	1,100.
Lemuel Cook.....	1,100, 000.
William Evans.....	994.
Thomas J. Mellon.....	985.
John C. Ward.....	900.
William Muns.....	790.

ROUTE No. 8023.

From Wild Haws to North Fork, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Boyd & Cook.....	\$993.
Thomas J. Mellon.....	385.
Thomas Williams.....	185, schedule proposed.
Robert D. Harris.....	119, schedule proposed.

ROUTE No. 8024.

From Paraclifta to Shetucket, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
John C. Ward.....	\$800.
William Evans.....	640.
Bell & Pool.....	485.
Isham P. Latimer.....	409.
John Carnell.....	389.
E. & M. H. Carruth.....	360.
Thomas J. Mellon, (after time) ..	380. (Received April 8, 1859.)

ROUTE No. 8025.

From Washington to Clarksville, 140 miles, and back, daily.

Bidders' names.	Sum per annum.
Bell & Pool.....	\$2,900.
	5,000, two-horse coach

ROUTE No. 8026.

From Clarksville to Washington, 125 miles, and back, daily.

Bidders' names.	Sum per annum.
William Bradfield.....	\$32,000, four-horse coach.
	32,000, 000.
Thomas J. Mellon.....	4,500.

ROUTE No. 8027.

From Antoine to Paraclifta, 60 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Peter Hanger.....	\$6,000, four-horse coach.
Thomas G. T. Steel.....	5,000, two-horse coach.
A. T. W. Long.....	3,500, two-horse coach.

Bidders' names.	Sum per annum.
Lemuel Cook	2,500, ⁰⁰⁰ .
Thomas J. Mellon	2,150.
Wood & Parks	2,100.
Archibald M. Keller	900.
William J. Meeks	884.
Bell & Pool	700.
	1,500, two-horse coach.
Isham P. Latimer	1,000, sixty miles distance.
Lemuel Cook	1,000, ⁰⁰⁰ .

ROUTE No. 8028.

From Rockport to Murfreesboro', 74 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas J. Mellon	\$880.
James F. Bell	712.
William W. Davis	620.
Daniel A. Newman	590.
William J. Meeks	548.

ROUTE No. 8029.

From Monticello to Wolf Creek, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
William D. Trotter	\$500.
James F. Bell	462.

ROUTE No. 8030.

From Hamburg to Berlin, 5 miles, and back, once a week.

Bidders' names.	Sum per annum.
Chidester, Rapley & Hanger	\$2,500, four-horse coach.
	800, ⁰⁰⁰ .
S. R. Muns	645.
John Kirk	600.
John G. Fletcher	550.
Posey & Beavers	495.
Samuel E. Fort	494.
Reuben M. Hood	476.

ROUTE No. 8031.

From Little Rock to Hot Springs, 56 miles, and back, once a week.

Bidders' names.	Sum per annum.
Chidester, Rapley & Hanger	\$4,900, two-horse coach.
Lemuel Cook	2,500, ⁰⁰⁰ .
Boyd & Cook	1,990, ⁰⁰⁰ .
Thomas J. Mellon	2,155.
Edward Graham	1,950.
Posey & Beavers	1,274.

ROUTE No. 8032.

From Pine Bluff to Warren, 54 miles, and back, three times a week.

Bidder's name.	Sum per annum.
Newton Smith, (after time.)	\$3,900. (Received April 8, 1859.)

LOUISIANA.

From July 1, 1859, to June 30, 1862.

ROUTE No. 8284.

From New Orleans to Vera Cruz, Mexico, — miles, and back, twice a month in steamships.

(No bidders.)

ROUTE No. 8285.

From Baton Rouge to H. F. Bennett's store, 16 miles, and back, once a week.

(No bidders)

ROUTE No. 8286.

From Paincourtville to Belle River, 15 miles, and back, once a week.

(No bidders.)

ROUTE No. 8287.

From Livonia to Point Coupee, 18 miles, and back, once a week.

(No bidders.)

ROUTE No. 8288.

From Goodwater to Vernon, 40 miles, and back, once a week.

(No bidders.)

ROUTE No. 8289.

From New Road to Simmsport, — miles, and back, once a week.

(No bidders.)

ROUTE No. 8290.

From Vernon to Ringgold, 52 miles, and back, once a week.

(No bidders.)

ROUTE No. 8291.

From Shreveport to Mansfield, 50 miles, and back, once a week.

Bidder's name.	Sum per annum.
Langston Coffee -----	\$775, 000.

ROUTE No. 8292.

From Ville Platte to Hickory Flat, 36 miles, and back, once a week.

(No bidders.)

ROUTE No. 8293.

From New Orleans to Jefferson City, 6 miles, and back, daily, except Sunday.

(No bidders,)

ROUTE No. 8294.

From Bellview to Vernon, 90 miles, and back, once a week.

Bidder's name.	Sum per annum.
John S. Pearce -----	\$1,225, 000.

ROUTE No. 8295.

From Mansfield to Bossier Point, 40 miles, and back, once a week.

Bidder's name.	Sum per annum.
Sanders Richardson.....	\$1,500, 000.

ROUTE No. 8296.

From Ringgold to Fillmore, 30 miles, and back, once a week.

Bidder's name.	Sum per annum.
John S. Pearce.....	\$525, 000.

ROUTE No. 8297.

From Natchitoches to Monroe, 90 miles, and back, once a week.

Bidder's name.	Sum per annum.
Langston Coffee.....	\$995, 000.

TEXAS.

From July 1, 1859, to June 30, 1862.

ROUTE No. 8774.

From Tarkington Prairie to Livingston, 30 miles, and back, twice a week.

Bidder's name.	Sum per annum.
William Stewart.....	\$695, 000.

ROUTE No. 8775.

From Lynchburg to San Augustine, 180 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. Stewart.....	\$2,900. 000.
Alexander Mitchell.....	2,000.
Charles Davis.....	1,850.
George W. King.....	1,820.
John A. Shaw.....	1,575, 000.

ROUTE No. 8776.

From Liberty to Grand Cane, 15 miles, and back, once a week.

Bidder's name.	Sum per annum.
William Stewart.....	\$450, 000.

ROUTE No. 8777.

From Chambersia to Liberty, 20 miles, and back, once a week.

Bidder's name.	Sum per annum.
William Stewart.....	\$450, 000.

ROUTE No. 8778.

From Wei's Bluff to Nacogdoches, 143 miles, and back, once a week.

Bidders' names.	Sum per annum.
Mitchell & Heeder.....	\$8,500, four-horse coach.
	5,444, 000.
Huston & Noble.....	3,700, two-horse coach.
	4,500, four-horse coach.

Bidders' names.	Sum per annum.
Nelson Taylor.....	3,000, four-horse coach.
Parrish & Hyde.....	2,700.
Huston & Noble.....	2,150.
William Stewart.....	1,600, ^{ooo} .
James Harrington.....	1,500.
John A. Shaw.....	1,474.
William Clark.....	1,400.
(After time.)	
Seymore White.....	1,900, (Received April 19, 1859.)
Nelson Taylor.....	1,385, (Received April 19, 1859.)

ROUTE No. 8779.

From Marshall to Tyler, 67 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Chidester, Rapley & Hanger....	\$10,000, four-horse coach.
Rush & Davenport.....	7,500, two-horse hack.
	5,000, four-horse coach.
Wm. Bradfield.....	4,400, four-horse coach.
Joel B. Allen.....	4,280, four-horse coach.
Huston & Noble.....	4,050, four-horse service.
William Stewart.....	39, two-horse hack.
Austin Jones.....	3,600, four-horse coach.
George W. Bakes.....	3,500, four-horse coach.
G. C. Dial.....	2,800.
	4,000, two-horse coach.
	6,000, four-horse coach.
Job Taylor.....	2,400, hacks.
A. M. Boothe.....	2,400, two-horse coach.
Jas. M. & H. C. Rush.....	2,250, two-horse coach.
W. L. Wellborne.....	2,200, two-horse hack.
Huston & Noble.....	2,150, two-horse service.
Wm. Bradfield.....	2,000, ^{ooo} .
John D. Dorough.....	1,993, ^{ooo} .
James F. Smith.....	1,800.
Sewall Brown.....	1,795, ^{ooo} .
Huston & Noble.....	1,700, ^{ooo} .
John B. Perry.....	1,700.
E. H. Root.....	1,500, ^{ooo} .

ROUTE No. 8780.

From Jefferson to Boston, 50 miles, and back, three times a week.

Bidders' names.	Sum per annum.
William Bradfield.....	\$4,000, four-horse coach.
Nesmith & Shaw.....	2,775.
William Bradfield.....	2,400, ^{ooo} .
J. M. & H. C. Rush.....	2,443.
	2,100, ^{ooo} .
Charles Ayliff.....	1,800.
	4,000, two-horse hack.
	6,000, four-horse coach.
Nesmith & Shaw.....	1,775, two-horse coach.
Benjamin Wheeler.....	1,747, two-horse coach.
Samuel Dunn.....	1,200, no guaranty.
H. Story, (after time).....	1,000, two-horse coach. No guaranty.

ROUTE No. 8781.

From Linden to Forest Home, 30 miles, and back, twice a week.

Bidders' names.	Sum per annum.
James M. & H. C. Rush.....	\$740.
E. & W. H. Carruth.....	680.
Yarbrough & Cousins.....	597.

ROUTE No. 8782.

From Alto to county seat of Cherokee, — miles.

Bidders' names.	Sum per annum.
W. Yarbrough & W. H. Cousins.	\$188, schedule proposed.
Austin Jones.....	96.
Alexander Mitchell.....	120, distance given, and schedule proposed.

ROUTE No. 8783.

From Weston to Dentonville, 40 miles and back, once a week.

Bidders' names.	Sum per annum.
Sewall Brown.....	\$574.
David C. Haynes.....	450.
(After time.)	
William D. Fitch.....	600. (Received April 13, 1859)
Calvin J. Fuller.....	400. (Received April 13, 1859.)

ROUTE No. 8784.

From McKinney to Sherman, 50 miles, and back, twice a week.

Bidders' names.	Sum per annum.
A. B. Denton.....	\$4,500 00, three times a week, four-horse coach.
David C. Haynes.....	2,700 00, three times a week, four-horse coach.
A. B. Denton.....	2,370 00, two-horse coach.
David C. Haynes.....	2,240 00, three times a week, two-horse coach.
J. M. & H. C. Rush.....	1,927 00.
Sewall Brown.....	1,474 00, two-horse coach.
John B. Perry.....	1,200 00.
John R. Saunders.....	987 50, two-horse hack.
A. B. Denton.....	970 00.
David C. Haynes.....	950 00.
E. & W. H. Carruth.....	790 00.
Sewall Brown.....	774 00, ***.

ROUTE No. 8785.

From El Paso to San Diego, 750 miles, and back, once a week.

(No bidders.)

ROUTE No. 8786.

From Marshall to Dallas, 150 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Bradfield.....	\$9,600, four-horse coach.
Chidester, Rapley & Hanger....	9,500, two-horse hack.
Adrian B. Denton.....	8,995, four-horse coach.
	5,795.
David C. Haynes.....	3,400, sulky, ***.
William Bradfield.....	3,200, ***.
Adrian B. Denton.....	2,900.
G. C. Dial.....	2,800.
	5,000, two-horse coach.
William Stewart.....	1,690.
Sewall Brown.....	1,595.
James Harrington.....	1,500.
Yarbrough & Cousins.....	1,488.

ROUTE No. 8787.

From Fort Davis to Presidio del Norte, 100 miles, and back, once a week.

(No bidders.)

ROUTE No. 8788.

From Magnolia to Centreville.
(No bidders.)

ROUTE No. 8789.

From Centreville to Magnolia, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
Gabriel P. Mattison.....	\$600.
John A. Shaw.....	575.
I. J. Kidd.....	395, 000.

ROUTE No. 8790.

From St. Mary's to Goliah, 43 miles, and back, once a week.

Bidders' names.	Sum per annum.
James H. Duncan.....	\$485, 000.
John R. Tally.....	350, change schedule.
(After time.)	
John Rice.....	500. (Received April 8, 1859.)
John Graham.....	590. (Received April 8, 1859.)
	375, Corpus Christi to Refugio.

ROUTE No. 8791.

From Seguin to Helena, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
G. H. Sherwood.....	\$600, sulky.
F. Suckart.....	375.
James Harrington.....	375.

ROUTE No. 8792.

From Belton to Gatesville, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
George W. Wade.....	\$800.
Sewall Brown.....	775.
George W. Wade.....	700.
David Williams.....	640.
James O'Reiley.....	600.
John Y. Flint.....	475.
James Harrington.....	450.
J. H. Herndon.....	434.

ROUTE No. 8793.

From Fort Sullivan to Belton, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
George W. Wade.....	\$1,000.
	800.
David Williams.....	889.
John Y. Flint.....	850.
Sewall Brown.....	775.
James Harrington.....	600.

ROUTE No. 8794.

From Cunningham to Lexington, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
John A. Redfield.....	\$450.
James Harrington.....	300.

ROUTE No. 8795.

From Mount Pleasant to McKinney, 80 miles, and back, three times a week.

Bidders' names.	Sum per annum.
David C. Haynes.....	\$7,500, four-horse coach, 000.
Davis & Goodman.....	7,000, three times a week ; schedule proposed.
G. C. Dial.....	6,000, 000.
Davis & Goodman.....	5,500, four-horse coach.
Ayliff & Taylor.....	5,450, two-horse coach.
David C. Haynes.....	4,800, two-horse coach, 000.
Nesmith & Shaw.....	4,400, supplying offices on 8811, twice a week.
William Stewart.....	4,100, two-horse stages.
Davis & Goodman.....	4,000, two-horse coach ; schedule proposed.
	3,800, two-horse stages.
Nesmith & Shaw.....	3,500, two-horse coach.
Davis & Goodman.....	3,500, twice a week, two-horse hack.
	2,999, twice a week, two-horse coach ; schedule proposed.
John B. Perry.....	\$2,400
E. & W. Carruth.....	1,680

ROUTE No. 8796.

From Crotchett to Centreville, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
John D. Still.....	\$600.
John A. Shaw.....	575.
John W. Glasscock.....	393.
Isaac Adams, (after time).....	680. (Received April 12, 1859.)

ROUTE No. 8800.

From Logansport to Nacogdoches, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
Huston & Noble.....	\$1,600, two-horse service.
Hyde & Parrish.....	1,100.
John A. Shaw.....	774.
Huston & Noble.....	725.
David Lee.....	700.
Yarbrough & Cousins.....	597.
Alexander Mitchell.....	574.
P. H. Martin.....	494.
W. C. Mayfield.....	448, proposed schedule changed.

ROUTE No. 8801.

From Alto to Homer, — miles, and back, once a week.

Bidders' names.	Sum per annum.
William Bradfield.....	\$1,600, schedule proposed.
Yarbrough & Cousins.....	1,193, schedule proposed.
Alexander Mitchell.....	500, schedule proposed.
Austin Jones.....	395, schedule proposed.
James W. Gwinn, (after time).....	400, to Homer. (Received April 18, 1859.)

ROUTE No. 8802.

From Petersburg to Marshall, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wade Crouch.....	\$600, 000.
John A. Shaw.....	575, schedule proposed.
William Bradfield.....	500.

ROUTE No. 8803.

From Gilmer to Bright Star, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
Adrian B. Denton	\$1, 195, two-horse coach.
	595.
J. M. & H. C. Rush	584.
John A. Shaw	574, ***.
John B. Dorrugh	570.

ROUTE No. 8797.

From Hillsboro' to Fort Belknap, 155 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Harrington	\$2, 000.
Sewall Brown	1, 995, ***.
David C. Haynes	1, 900.
(After time.)	
Thomas H. Espey	1, 680. (Received April 12, 1859.)
David O. Norton	2, 400, twice a week end at Weathersford.
	1, 400.
	2, 800. ***.

ROUTE No. 8798.

From Paris to Mount Pleasant, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
Adrian B. Denton	\$1, 195, two-horse coach.
Sewall Brown	775.
Adrian B. Denton	745.
James Harrington	600.
E. & W. H. Carruth	600.
E. Collins	600.
J. M. & H. C. Rush	595.
John D. Dorrough	581.
(After time.)	
Calvin J. Fuller	790. (Received April 9, 1859.)
Thomas N. Aaron	579. (Received April 8, 1859.)

ROUTE No. 8799.

From Carissa to Athens, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Benjamin Wheeler	\$520, ***.
Yarbrough & Cousins	348.

ROUTE No. 8804.

From Tyler to Waco Village, 165 miles, and back, once a week.

Bidders' names.	Sum per annum.
Chidester, Rapley, & Hanger	\$10, 500, two-horse hack.
Joel R. Allen	9, 280, three times a week, four-horse coach.
G. C. Dial	2, 800.
	5, 000, two-horse coach.
	8, 000, four-horse coach.
J. M. & H. C. Rush	2, 700, ***.
John A. Shaw	1, 695.
G. H. Wilson	1, 680, ***.
A. G. Compton	3, 000, ***.
James Harrington	1, 500.
Yarbrough & Cousins	1, 493.

ROUTE No. 8805.

From Columbus to Waldman's, 20 miles, and back, once a week.

(No bidders.)

ROUTE No. 8806.

From Indianola to Saint Mary's, 60 miles, and back, twice a week, in steamboats.

Bidders' names.	Sum per annum.
William P. Milby	\$12,000, steamboat.
John E. Gary	9,000, supply Lamar & Copan's, extend to Corpus Christi, 85 miles.
	8,500.
	8,500, extend to Corpus Christi.
James Duncan	1,190, once a week, sail-boat.

ROUTE No. 8807.

From Mason to Fort Chadbourn, 180 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Harrington	\$2,500.
Sewell Brown	2,349, ***.
Charles H. Nimity	1,800, two-horse coach.
John M. Sween, (after time)----	2,048. (Received April 16, 1859.)

ROUTE No. 8808.

From Post Oak Island to Cameron, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
James O'Reily	\$700.
J. J. Kidd	485, ***.
James Harrington	400.
John R. George, (after time) ---	690. (Received April 8, 1859.)

ROUTE No. 8809.

From Georgetown to Cameron, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Harrington	\$900.
George W. Wade	800.
John Y. Flint	750.
James O'Reily	700.
J. J. Kidd	585, ***.

ROUTE No. 8810.

From Port Lavacca to Texana, 27 miles, and back, once a week.

Bidders' names.	Sum per annum.
James H. Duncan	\$348, ***.
Wm. M. Varnall, (after time)---	318. (Received April 19, 1859.)

ROUTE No. 8811.

From Mount Pleasant to Dallas, 130 miles, and back, twice a week.

Bidders' names.	Sum per annum.
David C. Haynes	\$6,800, three times a week, two-horse coach, ***.
William Stewart	6,200, stages.
David C. Haynes	4,800, ***.
G. C. Dial	3,000.
	5,000, two-horse coach.
John B. Perry	2,600.
John A. Shaw	2,475, ***.

ILLINOIS.

From July 1, 1859, to June 30, 1862.

ROUTE No. 11791.

From Alton to Harris, 8 miles, and back, once a week.

(No bids.)

ROUTE No. 11792.

From Atlanta to Washington, 40 miles, and back, once a week.

Bidder's name.	Sum per annum.
Joseph B. Bowen.....	\$480, 000.

ROUTE No. 11793.

From Bushnell to Vermont, 23 miles, and back, twice a week.

Bidders' names.	Sum per annum.
J. C. Negley & E. Martin	\$780.
James Smith.....	600.
John Hetrick	590.
Joseph B. Bowen	530, 000.
Hiram Boyle.....	525, 000.
Wm. Errin	500.
Isaac L. Hinds.....	495, 000.
Martin O. Walker.....	499.
James S. Penny	429, 000.
	284, 000.

ROUTE No. 11794.

From Bernadotte to Ipava, 4½ miles, and back, twice a week.

Bidders' names.	Sum per annum.
John Hetrick.....	\$300.
Isaac L. Hinds	199, 000.
James S. Penney.....	143, 000.

ROUTE No. 11795.

From Camp Point to Warsaw, 36 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Smith L. Mallory.....	\$1, 190, 000.
James B. Brown.....	970, 000.
John Hetrick	690.
James C. Williams.....	640.
Charles Boyle	625, omit Chili.
James S. Penney	593, 000.

ROUTE No. 11796.

From Carthage to Jefferson, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
Smith L. Malony.....	\$390. No guaranty.
John Carlin.....	117.

ROUTE No. 11797.

From Chester to Puston, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
Smith L. Mallory	\$390, 000.
R. C. Mann	90.

ROUTE No. 11798.

From Chester to Waterloo, 40 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Jesse & Anderson Arnot	\$1,998, 000.
Smith L. Mallory	1,990, 000.
Hiram D. Smith	1,244, two-horse conveyance.
Hiram Boyle	1,244.
James C. Williams	1,200, 000.
Jos. B. Bowen	1,185, 000. <i>Accepted April 13, 1859.</i>

Contract made with J. B. Bowen, dated April 13, 1859, at \$1,185 per annum.

Leave Chester Monday, Wednesday, and Friday, at 6 a. m.; arrive at Waterloo by 6 p. m.

Leave Waterloo Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Chester by 6 p. m.

ROUTE No. 11799.

From Chester to De Soto, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Smith L. Mallory	\$990, 000.
J. H. Reeves	650.
Joseph B. Bowen	470, 000.

ROUTE No. 11800.

From Dacotah to Brodhead, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
M. Van B. Reber	\$475, twice a week.
Wm. J. Daughenbaugh	425, twice a week.
John Weaver	415, twice a week.
M. Van B. Reber	350.
Wm. J. Daughenbaugh	300.
John Weaver	295.

ROUTE No. 11801.

From Decatur to Sullivan, 29 miles, and back, once a week.

Bidders' names.	Sum per annum.
Smith L. Mallory	\$395, 000.
Joseph B. Bowen	385, 000.
Morgan Higgins	300.
James Bendure	298.
James M. Scott	295.
Erastus Niles	275.
Wm. C. Cochran	260.

ROUTE No. 11802.

From De Kalb Centre to Leland, 30 miles, and back, once a week.

Bidder's name.	Sum per annum.
Nathan Batherick	\$1,182, for three years. 394.

Bidders' names.	Sum per annum.
Smith L. Mallory	\$394, 000.
Joseph B. Bowen	380, 000.
Jesse D. Butts	245.
John Crowthers	300.
Albert Hatfield	258.
H. C. Burdick	234.

ROUTE No. 11803.

From Elizabeth to Shullsburgh, 30 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Jesse Miles	\$925.
Geo. McLean	797.
Smith L. Mallory	785, 000.
Thomas J. Pratt	775.
Patrick Brennan	699.
Joseph B. Bowen	595, 000.
J. H. Herrin	580, 000.
John Ball	550.
Henry Goard	500.
Isaac Wilcox	440.

ROUTE No. 11804.

From Fayetteville to Elkhorn, 14 miles, and back, once a week.

Bidder's name.	Sum per annum.
John M. McCutcheon	\$311, three times a week, 000.
	248, twice a week, 000.
	129, 000.

ROUTE No. 11805.

From Girard to Litchfield, 24 miles, and back, once a week.

Bidders' names.	Sum per annum.
John E. Smith	\$400, two-thirds time, hack.
Smith L. Mallory	400, 000.
Thomas McBride	300.
Blueford Bethel	260.
John Way	200.

ROUTE No. 11806.

From Golconda to Raleigh, 40 miles, and back, twice a week.

Joseph B. Bowen	\$970, 000.
Spencer B. Floyd	700.
Benjamin F. Ellis	650.
Spencer B. Floyd	495.
Henry Freeman	475.

ROUTE No. 11807.

From Havana to Lincoln, 43 miles, and back, once a week.

Bidders' names.	Sum per annum.
Kettridge D. Earl	\$1, 000, omit Watkins Grove and Prairie Creek.
	1, 600, twice a week, omit Watkins Grove and Frairie Creek.
John Deskine	1, 000, schedule changed.
	750, if Prairie Creek post office is changed to old post office at Mount Stephen's, and omit Watkins Grove.

Bidders' names.	Sum per annum.
Samuel Packer	\$900.
George P. Noble	800.
John Hetrick	790.
Smith L. Mallory	780, 000.
James S. Penney	723, 000.
Wm. Montgomery & A. Gay	545, 000.
Joseph B. Bowen	530.
Isaac L. Hinds	500.
John S. Welbourn, (after time) ..	2, 000, three times a week, two-horse hack. (Received April 13, 1859.)
	1, 500, two-horse hack. (Received April 13, 1859.)
	1, 000, 000. (Received April 13, 1859.)

ROUTE No. 11808.

From Jonesboro' to Jackson, 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
Geo. W. Harris	\$493. No signature.
Charles Barringer	475, 000.

ROUTE No. 11809.

From Kaukakee Depot to Dwight, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Sidney Dubois	\$500, buggy.
Smith L. Mallory	470, 000.
Jeremiah Ingraham	364.

ROUTE No. 11810.

From Marion to De Soto, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
Smith L. Mallory	\$600, 000.
J. H. Reeves	385.
Jos. V. Calvert	350.
Gashum Hunt	300.

ROUTE No. 11811.

From Maltron to Vandalia, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
Richard Milln	\$1, 000.
Smith L. Mallory	980, 000.
John Moore & Nathaniel Noyes ..	950.
T. Kendrick & W. Montgomery ..	899.
J. H. Johnston	830.
James B. Bowen	780, 000.
Wm. C. Cochran	624.

ROUTE No. 11812.

From Monmouth to Dallas City, 46 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Smith L. Mallory	\$1, 185, 000.
Joseph B. Bowen	1, 130, 000.
John Hetrick	1, 090.
W. Montgomery & T. Kendrick ..	850, 000.
John Patterson, jr	Wants to be appointed contractor.

ROUTE No. 11813.

From Mount Vernon to Richview, 17 miles, and back, once a week.

Bidder's name.	Sum per annum.
Smith L. Mallory.....	\$480, 000.

ROUTE No. 11814.

From Mount Sterling to Hanibal, Mo., 50 miles, and back, once a week. Proposals to end at Liberty invited.

Bidders' names.	Sum per annum.
John Hetrick.....	\$990.
Charles Boyle.....	625.
	420, end at Liberty.
James S. Penney.....	493, end at Liberty.
John D. Boss.....	490.
	250, end at Liberty.
John L. Briggs.....	490.
	198, end at Liberty.

ROUTE No. 11815.

From Oswego to Morris, 26 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Smith L. Mallory.....	740, 000.
W. F. Lutyens.....	540, 000.
George W. Edwards.....	500, schedule changed.
M. O. Walker.....	490.

ROUTE No. 11816.

From Ottawa to Earlville, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Smith L. Mallory.....	\$390, 000.
W. M. Gore.....	325.
L. A. Hedges.....	316.
Joseph B. Bowen.....	270, 000.
Wm. F. Lutyens.....	220, 000.

ROUTE No. 11817.

From Pecatonica to Budhead, Wis., 24 miles, and back, once a week. Proposals for twice a week service invited.

Bidders' names.	Sum per annum.
Isaac Mandeville.....	\$500, twice a week, one-horse wagon.
Joseph B. Bowen.....	390, 000.
Wm. C. Sage.....	361.
	541, twice a week.
Charles Elliott.....	350.
	600, twice a week, two-horse vehicle, 000.
Isaac Mandeville.....	300, one-horse wagon.
Robert B. Coleman.....	296, one-horse carriage.
	500, one-horse carriage, twice a week.

ROUTE No. 11818.

From Peoria to Douglas City, 88 miles, and back, six times a week. Schedule to be arranged on the completion of the contract. Proposals invited for twelve times a week service.

Bidders' names.	Sum per annum.
Wm. H. Cruger, C. A. Secor, S. Gelinan, T. C. Fields, and J. F. Secor.....	\$8, 600, end at Gilman, railroad service.

ROUTE No. 11819.

From Peoria to St. Louis, Mo., 225 miles, and back, three times a week, in steamboats, from April 1 to December 1 of each year. Schedule to be proposed in the bids. Proposals invited for six times a week service.

Bidder's name.	Sum per annum.
Illinois River Packet Co., D. J. Hancock, president.....	\$5,750, 45 hours. 7,500, daily.

ROUTE No. 11820.

From Pekin to Havana, 30 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Hetrick	\$1,600.
K. D. Earl	1,500, two-horse hack.
W. Montgomery & T. Kendrick.	1,300, ^{ooo} .
Isaac L. Hinds	987, ^{ooo} .
M. O. Walker	940, ^{ooo} .
James S. Penney	890, ^{ooo} .
Joseph B. Bowen	890, ^{ooo} .
Smith L. Mallory	885, ^{ooo} .

ROUTE No. 11821.

From Pinckneyville to Coultersville, 15 miles, and back, once a week. Proposals invited to end at Grand Côte Prairie.

Bidder's name.	Sum per annum.
Jacob App.....	\$150.

ROUTE No. 11822.

From Pittsfield to Winchester, 25 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John Hetrick	\$2,090.
T. Kendrick & W. Montgomery.	750, ^{ooo} .
Smith L. Mallory	740, ^{ooo} .

ROUTE No. 11823.

From Rushville to Plymouth, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Smith L. Mallory	\$630, ^{ooo} .
T. Kendrick & W. Montgomery.	395, ^{ooo} .
John Hetrick	312.
Elihu Pennock	300.
James S. Penney	384, ^{ooo} .

ROUTE No. 11824.

From Springfield to Peoria, 75 miles, and back, twice a week. Proposals invited for tri-weekly service. Proposals invited for semi-weekly service from Springfield to Delavan in lieu of above.

Bidders' names.	Sum per annum.
John Griffith & B. W. Parker...	\$3,800, three times a week. 3,000.
K. D. Earl	3,000, ^{ooo} .
	1,800, commence at Lincoln, omit Springfield and Middleton.
	650, ^{ooo} , commence at Frémont, &c., &c.

Bidders' names.	Sum per annum.
Isaac L. Hinds.....	3,900, ⁰⁰⁰ , three times a week as invited. 2,900, ⁰⁰⁰ .
Smith L. Mallory.....	1,900, ⁰⁰⁰ , end at Delavan. 2,880, ⁰⁰⁰ , three times a week, 16 hours. 1,585, ⁰⁰⁰ .
John Hetrick.....	1,185, ⁰⁰⁰ , twice a week, Springfield to Delavan. 2,800.

ROUTE No. 11825.

From Trenton to Masoutah, 12 miles, and back, twice a week. Proposals invited for one additional trip on Friday.

Bidders' names.	Sum per annum.
Hiram D. Smith.....	\$445, ⁰⁰⁰ , three times a week.
Isaac W. Stiles.....	300, ⁰⁰⁰ , twice a week. 400, ⁰⁰⁰ , three times a week.

ROUTE No. 11826.

From Turner to Oregon, 58 miles, and back, once a week.

Bidders' names.	Sum per annum.
Smith L. Mallory.....	\$990, ⁰⁰⁰ .
Joseph B. Bowen.....	865, ⁰⁰⁰ .

ROUTE No. 11827.

From Versailles to Griggsville, 18 miles, and back, once a week. Proposals for twice a week service invited; proposals for tri-weekly service between Versailles and Chambersburg instead of above route invited.

Bidders' names.	Sum per annum.
John B. Haltsclaw.....	\$800, twice a week, schedule proposed.
John Hetrick.....	300. 600, twice a week. 900, three times a week, as invited.
Richard H. Gilles.....	150, three times a week, Chambersburg to Versailles.
Benjamin Bates.....	120. 100.
Charles H. Weagley.....	115.

ROUTE No. 11828.

From Warren to Hanover, 38 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John C. Stanton.....	\$1,400.
Smith L. Mallory.....	1,196, ⁰⁰⁰ .
Jonathan Pitcher.....	650, ⁰⁰⁰ .

ROUTE No. 11829.

From Wyoming to Chillicothe, 22 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Hetrick.....	\$1,200.
Smith L. Mallory.....	840, ⁰⁰⁰ .
M. O. Walker.....	800, ⁰⁰⁰ .
John N. Ross.....	800. 750. 850, two horse hack.
W. B. Armstrong.....	800, two-horse coach.

Bidders' names.	Sum per annum.
K. D. Earl.....	790, 000.
W. T. Lutyens.....	730, 000.
Joseph B. Bowen.....	670, 000.
Wm. B. Armstrong.....	600.
John Stewart, (after times).....	725. (Received April 7, 1859.)

ROUTE No. 11830.

From Carrollton to Carlinville, 37 miles, and back, twice a week.
Proposals are invited for one additional weekly trip.

Bidders' names.	Sum per annum.
Smith L. Mallory.....	\$1,280 00, 000.
Jos. B. Bowen.....	840 00, 000.
David Crane.....	832 00.
Charles Boyle.....	695 00, 000.
David Miller.....	550 50.
Hart & Anderson.....	495 00.
	795 00, three times a week.
James P. Morrow.....	495 00.
	795 00, three times a week.
Henry W. Walker.....	447 50, schedule reversed. <i>Accepted April 13, 1859.</i>

Contract made with H. W. Walker, dated April 13, 1859, at \$447 50 per annum, to take effect from April 25, 1859.

Leave Carrollton Tuesday and Saturday at 6 a. m.; arrive at Carlinville by 6 p. m.

Leave Carlinville Monday and Friday at 6 a. m.; arrive at Carrollton by 6 p. m.

ROUTE No. 11831.

From Carrollton to Pleasant Hill, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
Smith L. Mallory.....	\$890, 000.
Jos. B. Bowen.....	520, 000.
Charles Boyle.....	474.
David Crane.....	468.
Henry Vinton.....	370. <i>Accepted April 13, 1859.</i>

Contract made with Henry Vinton, dated April 13, 1859, at \$370 per annum, to take effect from April 27, 1859.

Leave Carrollton Friday at 6 a. m.; arrive at Pleasant Hill by 6 p. m.

Leave Pleasant Hill Saturday at 6 a. m.; arrive at Carrollton by 6 p. m.

ROUTE No. 11832.

From Carrollton to Pleasant Hill, 37 miles, and back, once a week.

Bidders' names.	Sum per annum.
Smith L. Mallory.....	\$890, 000.
Jos. B. Bowen.....	520, 000.
Charles Boyle.....	473, 000.
David Crane.....	468.
Hart & Anderson.....	435.
Henry Vinton.....	360. <i>Accepted April 13, 1859.</i>

Contract made with H. Vinton, dated April 13, 1859, at \$360 per annum, to take effect from April 25, 1859.

Leave Carrollton Monday at 6 a. m.; arrive at Pleasant Hill by 6 p. m.

Leave Pleasant Hill Tuesday at 6 a. m.; arrive at Carrollton by 6 p. m.

ROUTE No. 11833.

From Carrollton to Virden, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
Smith & Mallory	\$1,200, 000.
David Crane	830.
Jos. B. Bowen	650, 000.
Charles Boyle	596, 000.
Hart & Anderson	545. <i>Accepted April 13, 1859.</i>

Contract made with Hart & Anderson, dated April 13, 1859, at \$545 per annum, to take effect from April 20, 1859.

Leave Carrollton Wednesday at 7 a. m.; arrive at Virden next day by 6 p. m.

Leave Virden Friday at 6 a. m.; arrive at Carrollton next day by 6 p. m.

ROUTE No. 11834.

From Byron to Forreston, 18 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Wm. F. Lutyens	\$699, 000.
Smith L. Mallory	640, 000.
Reuben Odell	600.
A. Spoor & D. Coolbaugh	589.
Joseph B. Bowen	570, 000.
James Johnston	564.

MICHIGAN.

From July 1, 1859, to June 30, 1862.

ROUTE No. 12684.

From Brooklyn to Napoleon, 4 miles, and back, three times a week.
Proposals invited for six times a week service.

Bidders' names.	Sum per annum.
H. J. Donnelly	\$200 00, six times a week ; schedule reversed. 175 00, schedule reversed.
H. B. Rice & D. Gorton	78 25, six times a week. 57 10.

ROUTE No. 12685.

From Chesaning to St. Charles, 9 miles, and back, once a week.
Proposals to extend service to Saginaw; semi-weekly from Chesaning invited.

Bidders' names.	Sum per annum.
John B. Griswold	\$400, invited service ; schedule proposed. 85.
L. R. Smith	80.
David B. Smith	44.

ROUTE No. 12686.

From Chesaning to Duplain, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
John B. Griswold	\$175 00.
L. R. Smith	160 00.

Bidders' names.	Sum per annum.
E. J. Stone	147 50, schedule proposed.
Jesse Jones	132 00, schedule proposed.
David B. Smith	124 00.

ROUTE No. 12687.

From Ithaca to St. Charles, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hiram Brady	\$249.
Israel Fay	240.
Preston Criner	194.
A. L. Ward	170.

ROUTE No. 12688.

From Jackson to Pulaski, 21 miles, and back, once a week.

Proposals invited for tri-weekly service from Jackson to Hanover, thence, by Moscow, to Jonesville.

Bidder's name.	Sum per annum.
Morris Knapp	\$584.
	198.

ROUTE No. 12689.

From Keweenaw Bay to Shawana, 145 miles, and back, once a week from November 1 to June 1 each year.

Proposals invited for twice-a-week service from November 1 to June 1 of each year.

Bidders' names.	Sum per annum
Abner Sherman	\$5,000, 000 . Twice a week <i>pro rata</i> .
J. T. Doudman and D. Counier..	4,500, schedule proposed.
	9,000, twice a week, schedule proposed.
Jas. P. Temple	2,000, 000 .
Daniel Beaser	1,995, men or dog trains.
	3,800, twice a week, dog trains.
D. W. & H. H. Hubbard	1,800.
	3,600, twice a week.
Daniel M. Whitney	1,250.
Ranson Sheldon	3,000.
	5,400, twice a week.

ROUTE No. 12690.

From Lapeer to Vassar, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
Curtis T. Dodge	\$400 00.
Michael Murphy	350 00.
Curtis T. Dodge	349 75.
Chester Hatch	345 00.
Curtis T. Dodge	340 00.
A. J. Bassett	295 00.
P. H. Rickard	294 00.
A. R. Walden	286 00.
John S. Reilly	280 00.
M. & E. Valentine	259 75.

ROUTE No. 12691.

From Leonard to Elk Rapids, 85 miles, and back, once a week.

Bidders' names.	Sum per annum.
Nathan Coates	\$2,000.
A. N. Williams	1,500.
T. A. & B. D. Hitchcock	1,500, ⁰⁰⁰ .
G. Auble and B. F. Gooch	1,300.

ROUTE No. 12692.

From Little Traverse to Duncan, 54 miles, and back, once in two weeks.

Bidder's name.	Sum per annum.
John Barber	\$450.

ROUTE No. 12693.

From Midland city to Albany, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
John M. White	\$364.
John M. Hursh	250.
James P. Case	245.

ROUTE No. 12694.

From Ontonagon to Fort Wilkins, 120 miles, and back, twice a week, from November 1 to June 1 of each year, and once a week residue of the year.

Bidders' names.	Sum per annum.
S. P. Bell and P. Mitchell	\$4,999, ⁰⁰⁰ .
	4,890, ⁰⁰⁰ .
James P. Temple	3,690, ⁰⁰⁰ .
Edwin Emmons	3,480.
James P. Temple	3,229.
Ranson Sheldon	4,150, schedule changed.

ROUTE No. 12695.

From Pewamo to Wiota, 40 miles, and back, once a week.

Proposals invited for one additional trip between Pewamo and Matherton.

Bidders' names.	Sum per annum.
John C. Blanchard	\$549 and \$100 additional for invited service.
W. Z. Blanchard	312 and \$52 per annum for invited service.

ROUTE No. 12696.

From Pewamo to Portland, 12 miles, and back, once a week.

Proposals invited for two additional trips, Wednesday and Friday.

Bidders' names.	Sum per annum.
G. S. Allen	\$100.
	225, three times a week, covered carriage.
	300, daily, covered carriage.
L. R. Smith	100.
W. Z. Blanchard	75, two-horse coach.
	225, three times a week, two-horse coach.

ROUTE No. 12697.

From St. John to Lafayette, 36 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Dean	\$398.
L. W. Stiles	295, schedule proposed.
Israel Fay	260.

ROUTE No. 12698.

From Shawassee town to Fowlersville, 24 miles, and back, once a week.

Bidders' names.	Sum per annum.
Allen Lindley.....	\$160.
L. R. Smith.....	138.
B. F. Lemon.....	135.
Martin Post.....	130.

ROUTE No. 12699.

From St. Louis to Midland City, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
John M. White.....	\$350.
Matthew McHenry.....	225.
James Gunt, sr.....	198.

ROUTE No. 12700.

From Traverse City to Northport, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas A. Hitchcock.....	\$500, 000.
Robert Carlyle.....	300.

ROUTE No. 12701.

From White Pigeon to Adamsville, 22 miles, and back, twice a week.

(No bids.)

WISCONSIN.

From July 1, 1859, to June 30, 1862.

ROUTE No. 13176.

From Appleton to Shawano, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
Burroughs, Strunk & Miles.....	\$845, 000.
Fred. Packard.....	700.
McCord & Howe.....	700.
Joseph B. Bowen.....	640, 000.
John Winans.....	600.
G. W. Hubbard.....	548.
T. P. Bingham.....	500, 000.
Ebenezer Nash.....	500, schedule proposed.
John Easton.....	488, schedule proposed. 000.
James A. Beattie.....	390.
John P. Dousman.....	359.

ROUTE No. 13177.

From Bad Axe to Reedsburgh, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
V. DeKay Benjamin.....	\$640.
	600, schedule proposed.
Alonzo Depre.....	500.

ROUTE No. 13178.

From Cedar Creek to Cedarsburg, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
George Parker.....	\$200.
Davis & More.....	175, 000.
D. W. Maxon.....	130.

ROUTE No. 13179.

From Columbus to Jefferson, 32 miles, and back, once a week.

Bidders' names.	Sum per annum.
Henry Van Styck.....	\$1,600, three times a week, 000.
	1,000, twice a week, 000.
Alonzo Brown.....	800, three times a week; two-horse coach.
Joseph B. Bowen.....	665, twice a week, 000.
Henry Van Styck.....	600, 000; schedule changed.
Alonzo Brown.....	480, twice a week; two-horse coach.
Joseph B. Bowen.....	370, 000.
Davis & More.....	310, 000.
Alonzo Brown.....	300, two-horse coach.

ROUTE No. 13180.

From Green Bay to Sturgeon Bay, 49 miles, and back, once a week.

Bidders' names.	Sum per annum.
David W. Halsted.....	\$525, 000; schedule proposed.
Daniel W. Hubbard.....	416.

ROUTE No. 13181.

From Howard's Grove to Chilton, 26 miles, and back, once a week. Proposals for semi-weekly service invited.

Bidders' names.	Sum per annum.
Chancy L. Button.....	\$400, semi-weekly.
James Sweet.....	350, 000.
James A. Beattie.....	350.
	550, twice a week.
John P. Dousman.....	260.
	780, three times a week.
Davis & More.....	212, 000.
	375, twice a week, 000.
Chancey. L Button.....	200.
G. S. Jewett.....	200, 000.
	375, 000, twice a week.

ROUTE No. 13182.

From Juman to Reesville, 12 miles, and back, once a week.

Bidder's name.	Sum per annum.
William C. Hillikes.....	\$70.

ROUTE No. 13183.

From Keewaunee to Sturgeon Bay, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
James A. Beattie.....	\$285.
Joseph T. H. Churchill.....	275.
Arnold Underhill.....	225, 000.
L. W. Vaughn.....	220.

ROUTE No. 13184.

From La Crosse to Fountain City, 40 miles, and back, once a week. Proposals invited for one and two additional weekly trips during winter, say from the 15th of November to the 15th of April each year.

Bidders' names.	Sum per annum.
Hurlburt & Loomis.....	\$975. 1,475, as invited, two additional bids.
Eber Norton	875, ⁰⁰⁰ , as invited, twice a week.
W. L. W. Wason	800, three times a week service, as <i>pro rata</i> .
Grossell & Hepp	742, including two additional weekly trips in winter, as invited.
Downer & Prindle.....	690. 300, one additional trip.
Carl Nieman.....	600, two additional trips, ⁰⁰⁰ , invited service. 600. 850, for two winter trips.
Wheeler, Nichols & Sawyer.....	1,100, for three winter trips. 598, ⁰⁰⁰ .
Joseph B. Bowen	250, one additional trip a week, as invited. 570, ⁰⁰⁰ .
William A. Cram.....	400 additional for invited service. 550, two-horse wagon.
Eber Norton	800 per trip additional, from Nov. 15 to April 15. 500, ⁰⁰⁰ .
Jacob Wunderlick.....	400, and \$8 for each additional weekly trip.
Alexander Vail.....	448, ⁰⁰⁰ .
Elihu Schmacker	178, one additional trip, as invited. 400.
Alfred P. Force.....	535, twice a week. 650, three times a week.
John P. Behlmer.....	400. 260, two additional trips, as invited.
	337. 151 for one additional trip, as invited. 262 for two additional trips, as invited.

ROUTE No. 13185.

From Maiden Rock to Falls of St. Croix, 75 miles, and back, once a week. Proposals to end at Hammondville, 35 miles, invited.

Bidders' names.	Sum per annum.
Bartholomew, Obriens & Nash..	\$3,000. 1,800, as invited.
George J. Smith.....	1,790.
David P. Sanders.....	1,600. 850, as invited.
James H. Eames	1,280, ⁰⁰⁰ .
James M. Bailey.....	1,246. 622, end at Hammondville.
S. M. Bailey.....	1,080, ⁰⁰⁰ . <i>Accepted May 31, 1859.</i> 580, ⁰⁰⁰ , end at Hammondville.
A. J. Whipple.....	943, end at Hammondville.

Contract made with S. M. Bailey, dated May 31, 1859, at \$1,080 per annum.

Leave Maiden Rock Wednesday at 6 a. m.; arrive at Falls of St. Croix next day by 6 p. m.

Leave Falls of St. Croix Friday at 6 a. m.; arrive at Maiden Rock next day by 6 p. m.

ROUTE No. 13186.

From Maugh's Mills to Lone Rock, 56 miles, and back, once a week.

Bidders' names.	Sum per annum.
Luther Hathaway	\$800, ⁰⁰⁰ , schedule proposed.
Abner L. Harris	675.
Joseph B. Bowen	670, ⁰⁰⁰ .
V. Le Roy Benjamin	620, ⁰⁰⁰ .
	1, 200, ⁰⁰⁰ , twice a week.
William Fish	600.
Bliss D. Hitchcock	600, ⁰⁰⁰ .
Wm. Henry Groat	600, horse and wagon, ⁰⁰⁰ .
Lorenzo Burroughs	570.
John Ayres	545.
B. F. & Wm. Bunyon	440.
Geo. A. Brown	425.
M. M. & J. B. Smith	419, no guaranty.
James B. Smith	419.
Martin Gray	416.
Geo. D. Hascall	400.
Wm. P. Harvey	395, schedule proposed.
Geo. C. Hopkins	350, two-horse coach.
A. J. Bentley	300, ⁰⁰⁰ .

ROUTE No. 13187.

From Mill Haven to Grand Rapids, 44 miles, and back, once a week.

Bidders' names.	Sum per annum.
W. L. W. Wason	\$700.
Joseph B. Bowen	545.
Davis & More	301.

ROUTE No. 13188.

From Mill Haven to La Crosse, 85 miles, and back, once a week.

Bidders' names.	Sum per annum.
W. L. W. Wason	\$900.
Joseph B. Bowen	870, ⁰⁰⁰ .
S. L. Lockwood	750, ⁰⁰⁰ .
	700, ⁰⁰⁰ , schedule proposed.
Alexander Vail	693.
	680, ⁰⁰⁰ , schedule proposed.
Hopkins & Jones	600.
S. B. Sarles	600, ⁰⁰⁰ .

ROUTE No. 13189.

From Mill Haven to La Crosse, 75 miles, and back, once a week.

Bidders' names.	Sum per annum.
W. L. W. Wason	\$1, 000.
Jos. B. Bowen	885, ⁰⁰⁰ .
Davis & More	730, ⁰⁰⁰ .
Milton P. Caldwell	693, ⁰⁰⁰ .
	680, schedule proposed.
Simeon B. Sarles	600, ⁰⁰⁰ .
Hopkins & Jones	575.

ROUTE No. 13190.

From Mineral Point to Monroe, 32 miles, and back, three times a week.
Proposals to embrace Willett, between Argyle and Jordan, invited.

Bidders' names.	Sum per annum.
J. C. & G. W. Kirkpatrick	\$1, 500, ⁰⁰⁰ .
Geo. S. Hill	1, 500, two-horse covered carriage.

Bidders' names.	Sum per annum.
Calvin Scripture.....	1,145, ***.
Peter Holland.....	1,075, ***, two-horse hack, embrace Willett.
Burroughs, Strunk & Miles.....	1,049, ***, embrace Willett at <i>pro rata</i> .
Hugh Phillips.....	999, ***, two-horse hack, embrace Willett.
O. B. Depee.....	995.
J. W. & B. L. Hogland.....	965, ***, two-horse hack.
A. B. & E. P. Robinson.....	948, ***.
Samuel F. Nichols.....	923, embrace Willett, ***.
John E. Powers.....	900, covered wagon.
Hugh Phillips.....	899, ***, one-horse coach, embrace Willett.
Joseph B. Bowen.....	896, ***.
A. B. & E. P. Robinson.....	889, ***, embrace Willett.
Samuel Nasmith.....	870.
	920, embrace Willett.
V. Le Ray Benjamin.....	850, ***.
Dan'l S. Hawley.....	850, embrace Willett, ***, once a week.
A. B. & E. P. Robinson.....	848, ***.
	794, ***.
Wm. J. Oviatt.....	750, ***, embrace Willett.
Earl S. Fitch.....	740, ***.
Chas. A. Hawley.....	698, ***.
Wm. J. Oviatt.....	695, ***.
Davis & More.....	630, ***.

ROUTE No. 13191.

From Mineral Point to Reedsburg, 56 miles, and back, once a week.

Proposals for twice a week service, to commence at Helena, invited. Bidders will propose schedule.

Bidders' names.	Sum per annum.
Alex. Stewart.....	\$995, ***, schedule proposed.
Kirkpatrick and Fawcett.....	900.
	1,500, twice a week, ***, commence at Helena.
Hamilton Wells.....	900, twice a week, schedule proposed, commence at Helena.
Jas. B. Bowen.....	825, twice a week, schedule proposed, commence at Helena, ***.
	670, ***.
V. Le Roy Benjamin.....	640.
	1,250, twice a week.
Gibson & Root.....	600, commence at Helena, schedule proposed.
Jacob Huff.....	585, schedule proposed.
Ersley & Pond.....	484, commence at Helena.
Peter Lloyd.....	480, ***, commence at Helena.
Barrett Williams.....	800, twice a week, schedule proposed.

ROUTE No. 13192.

From Monroe to Exeter, 16 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Burroughs, Strunk & Miles.....	\$750.
Dan'l S. Hawley.....	679, ***.
Hugh Phillips.....	649, ***.
J. W. Kildow.....	600.
John L. Gibson.....	550, ***, two-horse carriage.
John E. Powers.....	500, covered wagon.
O. B. Depee.....	495.
Chas. A. Hawley.....	485, ***.
Jos. B. Bowen.....	480, ***.
V. Le Roy Benjamin.....	440, ***.
Sam'l F. Nichols.....	400, ***.
Davis & More.....	315, ***.

ROUTE No. 13193.

From Monroe to Warren, 28 miles, and back, once a week. Proposals for semi-weekly and tri-weekly service invited.

Bidders' names.	Sum per annum.
John E. Stanton.....	\$1,000, daily.
Calvin Scripture.....	990, ⁰⁰⁰ , three times a week.
Jacob Huff.....	795, three times a week.
Calvin Scripture.....	740, ⁰⁰⁰ , twice a week.
	440, ⁰⁰⁰ .
Burroughs, Strunk & Miles ----	700, ⁰⁰⁰ .
	850, twice a week.
John E. Powers.....	700.
	800, twice a week.
	900, three times a week.
John E. Stanton.....	500, three times a week.
	300.
	400, twice a week.
D. S. Hawley.....	325.
	575, twice a week.
	800, three times a week,
V. Le Roy Benjamin.	315, ⁰⁰⁰ .
	600, ⁰⁰⁰ , twice a week.
	840, ⁰⁰⁰ , three times a week.
Jonathan Pitcher.....	300, ⁰⁰⁰ .
	250, ⁰⁰⁰ .
	400, ⁰⁰⁰ , twice a week.
Niles Carver	285, ⁰⁰⁰ .
	570, ⁰⁰⁰ , twice a week.
	855, ⁰⁰⁰ , three times a week.
Samuel Nichols.....	243, ⁰⁰⁰ , 20 per cent. less on <i>pro rata</i> for additional
	service.
Davis & More.....	210, ⁰⁰⁰ .
	395, ⁰⁰⁰ , twice a week.
	490, ⁰⁰⁰ , three times a week.

ROUTE No. 13194.

From Montello to Westfield, 12 miles, and back, once a week.

Bidders' names.	Sum per annum.
Henry Farnham.....	\$200, ⁰⁰⁰ .
John Lewis.....	130, ⁰⁰⁰ .
Elihu Hall.....	124.
Horace Brown.....	99.
A. G. Porter.....	91, ⁰⁰⁰ .
John Tanner.....	78, schedule changed.

ROUTE No. 13195.

From New London to Plover, 42 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jos. B. Bowen.....	\$547, ⁰⁰⁰ .
Daniel W. Hubbard.....	525.
James A. Beattie.....	450.
Davis & More.....	400, ⁰⁰⁰ .
John Easton.....	280.
	240, ⁰⁰⁰ , schedule proposed.
Joseph W. Perry.....	273, ⁰⁰⁰ .
Rufus M. Way.....	186.

ROUTE No. 13196.

From Ocinto to Shawano, 48 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jos. B. Bowen.....	\$880, ***.
McCord & Howe.....	650.
Hastings B. Bacon.....	625.
D. W. Hubbard.....	550.
Henry Fourtillott.....	500.
John Winans.....	425.
D. M. Whitney.....	375.
James A. Beattie.....	350, schedule proposed. 450.
John P. Donaman.....	310, schedule proposed.
Richard Wetzel.....	300, (imperfect.)
William Southward, (after time)	450.

ROUTE No. 13197.

From Oshkosh to Shiocton, 32 miles, and back, once a week. Proposals for semi-weekly service to extend to Shawano, invited.

Bidders' names.	Sum per annum.
Joseph B. Owen.....	\$1,320, twice a week, ***, to Shawano. 520, ***.
Ebenezer Nash.....	1,000, extend to Shawano. 400, schedule proposed.
Smith & Jordan.....	990, ***, twice a week, Shawano schedule.
Rexford Cole.....	940, ***, to Shawano.
John Easton.....	600, ***, twice a week, Hortonville to Shawano. 96, Hortonville to Shawano. 174, twice a week, Hortonville to Shawano.
Burroughs, Strunk & Miles.....	595, ***.
J. H. Smith.....	575, ***, twice a week, schedule.
W. D. Stroud.....	560, no guaranty.
Jeremy H. Smith.....	350, ***.
Walter E. Clark.....	260, ***.
P. Henry Pero.....	240.
	485, twice a week.
Oliver N. Sackel.....	220, buggy.

ROUTE No. 13198.

From Platteville to Dubuque, Iowa, 21 miles, and back, once a week. Proposals for tri-weekly, and also for six times a week service, invited.

Bidders' names.	Sum per annum.
Calvin Scripture.....	\$1,380, ***, six times a week. 783, ***., three times a week. 345, ***.
Martin T. Ennor.....	1,200, ***., three times a week. 1,000, ***., three times a week, end at Dunleith. 550, ***. 500, end at Dunleith.
Jesse Miles.....	950. 1,300, three times a week. 1,950, six times a week.
Burroughs, Strunk & Miles.....	700, ***. 850, three times a week.
Kirkpatrick & Fawcett.....	1,475, six times a week. 550. 900, three times a week.
Earl S. Fitch.....	1,450, six times a week. 380. 760, three times a week.
P. D. Hendershot.....	1,000, ***., six times a week. 350. 600, three times a week. 850, six times a week.

Bidders' names.	Sum per annum.
Daniel S. Hawley.....	\$325. 875, three times a week.
S. J. Nasmith.....	275. 550, three times a week.
Noah Hutchins.....	600, six times a week. 200. 600, three times a week. 950, six times a week.

ROUTE No. 13199.

From Prairie du Chien to Dunleith, 66 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Pollock.....	\$2,500, ***, three times a week. 1,600, ***.
Martin Ennor.....	2,500, ***, three times a week. 1,000, ***.
Eber Norton.....	1,998, ***, three times a week.
Joseph B. Bowen.....	1,980, **, three times a week. 845, ***.
Calvin Scripture.....	1,780, ***, three times a week. 685, ***.
Jesse Miles.....	1,500. 2,000, three times a week.
Francis Brady.....	800.
Thomas & Catlin,.....	775.
Davis & More.....	1,600, three times a week, two-horse hack, schedule. 620, ***. 1,480, ***, three times a week.

ROUTE No. 13200.

From Prairie du Chien to Dunleith, 66 miles and back, once a week. Proposals for tri-weekly service invited.

Bidders' names.	Sum per annum.
Martin T. Ennor.....	\$2,500, ***, three times a week. 1,000, ***.
Eber Norton.....	1,900, ***, three times a week.
Calvin Scripture.....	1,780, ***. 683, ***.
A. Pollack.....	1,600, ***.
Jesse Miles.....	1,500. 2,000, three times a week.
Thomas & Catlin.....	750.
Davis & More.....	1,600, two-horse hack. 620, ***. 1,500, ***, three times a week.

ROUTE No. 13201.

From Shawano to Green Bay, 34 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jesse Miles.....	\$940.
McCord & Howe.....	350.
John Winans.....	300.
James A. Beattie.....	290.

ROUTE No. 13202.

From Sheboygan to West Bend, 41 miles, and back, once a week. Proposals for semi-weekly and tri-weekly service invited.

Bidders' names.	Sum per annum.
Leonard Chase	\$468. 936, twice a week.
George Parker	1,404, three times a week.
G. S. Jewett	350, schedule changed. 350, 000 .
	700, 000 , twice a week.
	900, 000 , three times a week.
Davis & More	310, 000 .
	590, 000 , twice a week.
	875, 000 , three times a week.
William Stearns	300, 000 .
	574, 000 , twice a week.
	750, 000 , three times a week.

ROUTE No. 13203.

From Spring Green to Monroe, 60 miles, and back, once a week. Proposals for semi-weekly service invited.

Bidders' names.	Sum per annum.
Jesse Miles	\$1,750. 2,500, twice a week.
John E. Powers	1,450. 1,800, twice a week.
Joseph B. Bowen	1,370, 000 , twice a week. 780, 000 .
Alexander Stewart	1,150, 000 , twice a week. 610, 000 .
Barrett Williams	900. 1,700, twice a week.
Peter Floyd	680, 000 .
	1,180, 000 , twice a week.
V. Le Roy Benjamin	650, 000 .
	1,270, 000 , twice a week.
Daniel S. Hawley	624, 000 .
Davis & More	600, 000 .
	1,120, 000 , twice a week.
Thomas Heeney	600. 1,175, twice a week.
Sanford C. Defree	595.
Samuel F. Nichols	523, and 20 per cent. less on <i>pro rata</i> for additional service, 000 .
Ansel Davidson	495.

ROUTE No. 13204.

From Stevens Point to Eau Claire, 108 miles, and back, once a week.

Bidders' names.	Sum per annum.
James O. Neill	\$2,400, 000 .
W. L. W. Wason	1,950.
Joseph B. Bowen	1,800, 000 .
Alexander Vail	1,147, 000 .
Davis & More	1,070, 000 .
James O Neill	700, commence at Neillsville.
Wm. B. Bing	650, commence at Neillsville.
Anson Green	575, commence at Neillsville.

ROUTE No. 13205.

From Two Rivers to Bailey's Harbor, 75 miles, and back, once a week. Proposals to commence at Sturgeon Bay invited. Bidders to propose a schedule.

Bidders' names.	Sum per annum.
J. T. H. Churchill.....	\$900, schedule proposed.
Nicholas Berners	600, on foot.
Alex. McMillan	600, schedule proposed.
L. W. Vaugh	550.
Lewis M. Churchill.....	350, commence at Sturgeon Bay.

ROUTE No. 13206.

From Two Rivers to Kewanee, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
James A. Beattie	\$250.
J. T. H. Churchill	225.
Arnold Underhill.....	200.
Nicholas Berners.....	200.
L. W. Vaugh	195.

ROUTE No. 13207.

From Viroqua to Mount Tabor, 32 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Ayres.....	\$500.
John G. Ray.....	400.
Alonzo Defree.....	350.
V. Le Roy Benjamin.....	315, 000.
Thomas Tutwell.....	300.
Wm. J. Mahard.....	290.
William F. White.....	290.

ROUTE No. 13208.

From Viroqua to Maugh's Mills, 53 miles, and back, once a week.

Bidders' names.	Sum per annum.
George Willard.....	\$1,400, 000.
	1,000, schedule proposed; 75 miles.
William Fish	1,000.
Thomas Tutwell.....	600.
John G. Ray.....	600.
John Ayres.....	545.
G. C. Hopkins	500.
W. F. White	500.
Wm. J. Mahard.....	490.
Alonzo Defree.....	475.

ROUTE No. 13209.

From Waubeck to Vanceburg, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
Bartholomew, Obrin & Nash....	\$1,400.
Lorenzo Bullard.....	800.
John Bright	700.
Jackson Allen.....	499.
Nathaniel K. West.....	468.

ROUTE No. 13210.

From West Bend to Fond du Lac, 32 miles, and back, once a week.

Proposals for tri-weekly service invited; also for service to commence at Barton.

Bidders' names.	Sum per annum.
William Stearns.....	\$530, 000, twice a week.
	690, 000, three times a week, <i>via</i> Barton. Schedule.
	270, 000, schedule proposed.

Bidders' names.	Sum per annum.
James A. Beattie	450.
	850, three times a week.
	400.
James H. Randall	800, three times a week, commence at Barton.
G. S. Jewett	350, ^{ooo} .
	325, ^{ooo} .
	900, ^{ooo} , three times a week.
B. S. Potter	323.
Linus Batchelder	315.
	870, ^{ooo} , three times a week.
Daniel McHenry	290.
	600, three times a week to Barton as invited.
John Shelley	250, ^{ooo} .
Davis & More	224, ^{ooo} .
	480, ^{ooo} , three times a week.
James McCarthy, (after time)...	390, twice a week, commence at Barton.

MINNESOTA.

From July 1, 1859, to June 30, 1862.

ROUTE No. 13631.

From Albert Lea to Cerro Gordo, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
Asa Rantes	\$965, ^{ooo} .
John McLean	879. No guaranty or certificate.
Robert J. Franklin	800. Wagon service.
Wheeler, Nichols & Co	700, ^{ooo} .
Samuel Clark	475.
	600, two-horse vehicle, end at Mason city.
Hurlow Crowell	590, ^{ooo} .
John T. Lacey	590, ^{ooo} .
Joseph H. Burns	490, ^{ooo} .
John Lee	470, ^{ooo} .
Law E. Woodward, (after time)-	675, ^{ooo} . (Received April 16, 1859.)

ROUTE No. 13632.

From Albert Lea to Blue Earth City, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
Isaac L. Hinds	\$900, ^{ooo} .
John McLean	849, safe and secure manner.
Wheeler, Nichols & Co	675, ^{ooo} .
John P. Lacey	580, ^{ooo} .
Robert J. Franklin	575, two-horse vehicle, supply Buck Eye.
William Read	475, ^{ooo} .
John Lee	470, ^{ooo} .
Law. E. Woodward, (after time)-	640, ^{ooo} . (Received April 16, 1859.)

ROUTE No. 13633.

From Austin to St. Petersburg, 65 miles, and back, once a week.

Bids for three times a week and twice a week invited.

Bidders' names.	Sum per annum.
Robson & Gleason	\$1,185, ^{ooo} .
	2,200, twice a week, ^{ooo} .
	3,000, three times a week, ^{ooo} .
H. M. Rise & Peter Weige	989, weekly.
	1,800, twice a week.
	2,500, three times a week.

Bidders' names.	Sum per annum.
Asa Brattles.....	\$975, 000.
	1,500, twice a week.
	2,500, three times a week.
Charles Rayser.....	975.
	1,750, twice a week.
	2,475, three times a week.
John McLean.....	949.
	1,993, three times a week.
Lawson E. Woodard.....	990, 000.
Benjamin L. Arnold.....	1,200, 000.
	1,350, twice a week, 000.
	1,500, three times a week, 000.
Jeremiah B. Yates.....	800, two-horse coach.
Wheeler, Nichols & Co.....	780, 000.
Joseph W. Babcock.....	699.
William Read.....	695, 000.
Joshua L. Davidson, (after time).....	1,475.
	2,800, twice a week.
	3,900, three times a week.

(Received April 9, 1859.)

ROUTE No. 13634.

From Brownsville to Winona, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
F. Kroeger.....	\$1,200, 000.
Asa Battles.....	800, 000.
Samuel McPhail.....	800, 000.
Jophus Holstein.....	770, 000.
S. P. Wheeler, M. V. Nichols, and J. A. Sawyer.....	700, 000.
Calvin Scripture.....	683, 000.
Nelson F. Wary.....	600, 000.
Jacob Reider.....	590.
Eber Norton.....	498, 000.

ROUTE No. 13635.

From Brownsville to Preston, 40 miles, and back, once a week.
Proposals for semi-weekly service invited.

Bidders' names.	Sum per annum.
Jophus Holstein.....	\$1,600, twice a week, 000.
Isaac L. Hinds.....	875, 000.
	1,200, semi-weekly.
Dewitt C. Jefferson.....	1,180, twice a week, 000.
Jophus Holstein.....	870, 000.
Dewitt C. Jefferson.....	695, 000.
Calvin Scripture.....	660, 000.
Samuel McPhail.....	600, 000.
Wheeler, Nichols & Co.....	575, 000.

ROUTE No. 13636.

From Caledonia to Rushford, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Asa Bontes.....	\$495, 000.
Jophus Holstein.....	470, 000.
Samuel McPhail.....	400, 000.
Wheeler, Nichols & Co.....	375, 000.
Eber Norton.....	350, 000.
Enoch B. Walbrath.....	350, 000.
David L. Barney.....	345, 000.
David L. Buell.....	320, 000.
Jacob Gross.....	312. No guaranty.
Frederic Gluck.....	300.
Eliphalet S. Rollins.....	290.
James Smith.....	290, 000.

ROUTE No. 13637.

From Cannon River Falls to Mantorville, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. L. Hinds.....	\$600, ***.
Lewis Colter.....	600, ***.
Darius S. White.....	543.
Joseph T. Moss.....	489, 000.
James Fretterman.....	485, 000.
Joseph McD. Gates.....	468, 000.
William Reid.....	390, 000.
Wheeler, Nichols & Co.....	379, 000.
William P. Scofield.....	300.
O. G. Crandall.....	200.
Henry P. Wasson.....	199, 000.
Lawson E. Woodard, (after time).....	575, ***. (Received April 16, 1859.)

ROUTE No. 13638.

From Chatfield to Winnebago City, 110 miles, and back, once a week. Proposals for tri-weekly service invited. Bidders to propose schedule for tri-weekly service.

Bidders' names.	Sum per annum.
John Rumsey & Nathaniel G. Day	\$3,000.
Robson & Gleason.....	7,000, three times a week.
	1,985, 000.
	5,600, three times a week.
John B. Clark.....	4,440, three times a week per schedule, ***.
Asa Bontes.....	1,900, three times a week, ***.
	4,000, two and a half days.
Skaw & Weige.....	1,899.
	3,999, three times a week, schedule proposed.
John McLain.....	1,379.
	2,991, three times a week.
	3,550, three times a week, two-horse coach.
Wheeler, Nichols & Co.....	2,463, three times a week, ***.
Robert J. Franklin.....	2,000, two-horse vehicle.
	1,000, additional for every additional trip.
William Reid.....	1,144, 000.
Wheeler, Nichols & Co.....	1,059, 000.

ROUTE No. 13639.

From Chatfield to Austin, 50 miles, and back, once a week. Proposals for tri-weekly service invited from Chatfield by Washington, Gainesville, and Mower City.

Bidders' names.	Sum per annum.
John S. Lacey.....	\$2,200, three times a week, two-horse hack.
J. F. Cook.....	2,200, three times a week, <i>via</i> Washington, Gainesville, &c.
Asa Bontes.....	875.
	2,100, three times a week, 000, <i>via</i> Washington.
S. C. Williamson.....	790.
	1,990, two-horse hack, three times a week.
John B. Clark.....	1,980, three times a week, 000.
James H. Gannard.....	1,500, proposed schedule, <i>via</i> Washington, Gainesville, and Mower City.
M. V. Nichols & Jerome O. Sawyer.....	738, 000.
S. Saylor.....	570, 000.
John Ramsey & Nat. G. Day.....	700.
Jas. H. Gannon & Jacob S. Wolf.....	595, 000.
William Reid.....	500, ***.
J. L. Davidson, (after time).....	495.
	1,445, three times a week. (Received April 9, 1859.)

ROUTE No. 13640.

From Chatfield to New Oregon, 40 miles, and back, once a week. Proposals for tri-weekly service invited.

Bidders' names.	Sum per annum.
John L. Hinds.....	\$700.
	1,975, three times a week, ⁰⁰⁰ .
S. C. Williamson.....	770, two-horse coach.
	1,835, three times a week.
John B. Clark.....	1,580, three times a week, ⁰⁰⁰ .
S. Saylor.....	1,570, three times a week, ⁰⁰⁰ .
Calvin Scripture.....	1,280, three times a week, ⁰⁰⁰ .
Martin V. Nichols & Jerome O. Sawyer.....	598, ⁰⁰⁰ .
James H. Gannon.....	597, ⁰⁰⁰ .
Calvin Scripture.....	583, ⁰⁰⁰ .
S. Saylor.....	570, ⁰⁰⁰ .
Delos A. Bance.....	416.
Martin V. Nichols & Jerome O. Sawyer.....	1,128, three times a week, ⁰⁰⁰ .

ROUTE No. 13641.

From Clear Lake to Forest City, 30 miles, and back, once a week. Proposals for tri-weekly service invited.

Bidders' names.	Sum per annum.
Asa Bautes.....	\$595.
	1,500, three times a week, ⁰⁰⁰ .
H. G. O. Thoms.....	450.
	1,350, three times a week.
John Wigle.....	490, twice a week.
	1,300, three times a week.
Cyrus L. Snyder.....	1,100, three times a week, ⁰⁰⁰ , schedule proposed.
D. H. Pollock.....	490.
George S. Shoals, sr.....	445, bid altered.
Cyrus L. Snyder.....	440, ⁰⁰⁰ .
Barnabus Smith.....	438, ⁰⁰⁰ .
John Ault.....	400.
James C. Dickinson.....	770.
	2,200, twice a week.
F. J. Ripley.....	1,200.
	2,000, three times a week.
Charles L. Chase.....	1,500, three times a week, ⁰⁰⁰ .
Adam C. Hanna.....	800.
	1,500, three times a week.
George S. Shoals, sr.....	490.
	1,200, three times a week, schedule proposed.
D. H. Pollock.....	1,050.
Melville W. Rew.....	900, ⁰⁰⁰ , schedule says distance is much greater than that advertised.
Alexander Armstrong.....	400.
	900, three times a week.
Peter W. Savage.....	880, ⁰⁰⁰ .
John Middleton.....	648, ⁰⁰⁰ .
Charles L. Chase.....	595, ⁰⁰⁰ .
Philip Smith.....	549, ⁰⁰⁰ .
Milo N. Scoville.....	450. No certificate.
John McFaddin.....	400, ⁰⁰⁰ , schedule proposed.
Peter W. Savage.....	375, ⁰⁰⁰ .
John W. Huy.....	800, two-horse conveyance.
	2,000, three times a week.
Barnabas Smith, (after time).....	480 ⁰⁰⁰ . (Received April 13, 1859.)

ROUTE No. 13642.

From Columbus to Cambridge, 28 miles, and back, once a week. Proposals for tri-weekly service invited; also proposals to commence at Wyoming and extend to Princeton.

Bidders' names.	Sum per annum.
Charles E. Foster	\$700.
	2,100, invited service.
F. J. Ripley	1,000.
	1,800, three times a week.
Isaac L. Hinds	550.
	1,400, three times a week, ***.
Charles E. Foster	345.
	1,200, three times a week.
Carlisle Doble	1,000, two-horse hack, Wyoming to Princeton.
James Starkey	1,000, three times a week, two-horse coach.
David A. Young	988, three times a week.
Carlisle Doble	800, three times a week, two-horse coach.
Moses T. Mitchell	350.
	750, three times a week.
Carlisle Doble	600, three times a week, two-horse coach; commence at Wyoming.
David A. Young	484.
William W. Payne	450, extend to Princeton.
Carlisle Doble	400, two-horse coach.
James Starkey	350, two-horse stage.
William W. Payne	290. <i>Accepted May 27, 1859.</i>
Barnabas Smith, (after time)---	395, ***. (<i>Received April 13, 1859.</i>)

Contract made with William W. Payne, dated May 27, 1859, at \$290 per annum.

Leave Columbus Tuesday at 7 a. m.; arrive at Cambridge by 6 p. m.

Leave Cambridge Wednesday at 7 a. m.; arrive at Columbus by 6 p. m.

ROUTE No. 13643.

From Elliot to Albert Lea, — miles, and back, once a week.

Proposals for tri-weekly service to commence at Caledonia invited. Bidders to state distance and propose schedule, making connexions at Spring Grove with La Crosse and Preston route.

Bidders' names.	Sum per annum.
William T. Hinkley	\$2,300.
	3,500, three times a week.
	6,900, three times a week, whole way.
Isaac L. Hinds	2,000, distance 110 miles.
	6,500, three times a week, ***; commence at Caledonia, 40 miles further.
Wheeler & Nichols	1,600, ***.
Matthias Hurd	1,395, distance 120 miles, schedule proposed.
Henry C. Lacy	1,100, ***.
James T. Damram	600, schedule proposed.

ROUTE No. 13644.

From Faribault to Mankato, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
Downer & Prindle	\$645.
	1,400, three times a week, in connexion with 13674.
John Burnham	1,000, ***.
John Gifford	900, ***.
Isaac L. Hinds	850, ***.
E. D. Fillmore	870, two-horse vehicle.
Benjamin L. Arnold	860, ***., altered.
Alexander Armstrong	650.
Christopher Byrne	650.

Bidders' names.	Sum per annum.
Almond B. Davis	\$600, 000.
Joseph N. Babcock	548.
William Reid	500, 000.
Lawson E. Woodard, (after time)	790, 000. (Received April 19, 1859.)

ROUTE No. 13645.

From Faribault to Milton, 25 miles, and back, once a week.
Proposals for tri-weekly service invited.

Bidders' names.	Sum per annum.
William Wickham	\$1,200, three times a week, schedule proposed.
John Burnham	1,092, three times a week, 000.
Sherman P. Terryll	1,000, two-horse coach.
I. L. Hinds	475.
E. D. Gifford	1,000, three times a week.
	700, 000.
	995, three times a week.
	350, 000.
	980, three times a week.
Benjamin L. Arnold	600, 000.
	900, three times a week, 000.
Austin J. Kellogg	500.
	800, twice a week, two-horse coach.
Samuel G. Merrill	244, 000.
	732, three times a week, 000.
Downer & Prindle	695, three times a week.
William Wickham	600
Hiland H. White	312.
	466, 000.
Lawson E. Woodard	440, 000.
Almond B. Davis	248, two-horse coach.

ROUTE No. 13646.

From Forest City to Green Lake City, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
John W. Huy	\$900, horse and buggy.
Asa Bautes	800, 000.
Alvin Allen & Chas. L. Chase	700.
Cyrus L. Snyder	600, 000.
John C. Dickinson	520.
D. H. Pollock	500.
John Wigle	495.
Luther F. Moore	474, 000.
Philip Smith	467, 000.
George S. Shoals, sr.	450, see schedule.
John McFadden	450, 000.
Edward Hibbard	390.
George M. Denning	390, 000.
John R. Loundew	350, 000.
Pearce H. Parsons	340.
Peter W. Savage	No sum stated.
Barnabas Smith, (after time) ...	468, 000. (Received April 13, 1859.)

ROUTE No. 13647.

From Fort Britts to Blue Earth City, — miles, and back, once a week.
Bidders to state distance and propose schedule.

Bidder's name.	Sum per annum.
William Reid	\$315, 000.

ROUTE No. 13648.

From Geneva to Freeborn City, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
Isaac L. Hinds.....	\$600, ***.
Nathaniel Winship.....	520, ***.
Robert J. Franklin.....	480, wagon.
Robson & Gleason.....	385.
John Lee.....	345, ***.
A. B. Brant.....	255.
Almond B. Davis.....	195, ***.
Lawson E. Woodard, (after time)	440, ***. (Received April 16, 1859.)

ROUTE No. 13649.

From Glencoe to Watertown, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Cyrus L. Synder.....	\$600, ***, schedule.
Asa Bautes.....	595, ***.
John C. Dickinson.....	580.
Thomas McClary.....	575, ***.
Melville W. Rew.....	500, ***.
Edwin C. Smith.....	500, ***.
John R. Parshall.....	475.
Philip Smith.....	474, ***.
Bradbury Richardson.....	450, ***.
P. W. Savage.....	400, ***, schedule proposed.
Thomas James.....	390.
William S. Chapman.....	385, ***.
P. W. Savage.....	375, ***.
Cyrus S. Snyder.....	370, ***.
Charles Galpin.....	300.
Joseph W. Bates.....	280, ***.

ROUTE No. 13650.

From Glencoe to Clear Water, 110 miles, and back, once a week.

Bidders' names.	Sum per annum.
Asa Bautes.....	\$1, 975.
Charles L. Chase.....	1, 950.
James C. Dickinson.....	1, 870.
J. H. Pendergast.....	1, 869.
John Burnham.....	1, 800, ***.
Melville W. Rew.....	1, 780, ***.
John McFadden.....	1, 600.
	1, 050, if Painsville and Mananah are discontinued
Milo N. Scoville.....	1, 500. No certificate.
Lloyd G. Pendergast.....	1, 450.
Frederick Duhn.....	1, 400.
Barnabas Smith.....	1, 380, ***.
Cyrus L. Snyder.....	1, 300, ***.
Peter W. Savage.....	1, 300, ***.
William Reid.....	1, 200, ***.
Daniel R. Farnham.....	1, 180.
Barnabas Smith.....	1, 180, withdrawn.
Joseph W. Bates.....	1, 170, ***.
Cyrus L. Snyder.....	1, 100, ***, to omit Painsville and embrace Mananah.
D. H. Pollock.....	1, 100.
Philip Smith.....	994, ***.
John McFadden.....	900, ***, to omit Mananah and Painsville.
George S. Shoales, sen.....	750, schedule proposed.
Peter W. Savage.....	700, ***, schedule changed.
Barnabas Smith, (after time) ..	1, 180, ***. (Received April 3, 1859.)

ROUTE No. 13651.

From Grey Eagle to Ridgeway, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
Fr. Krozer.....	\$400.
Nelson F. Frary.....	208, ***.
Eber Norton.....	198, ***.
Carmi Reynolds.....	125.

ROUTE No. 13652.

From Hebron to Blue Earth City, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
L. S. Wheeler.....	\$800, commence at Dakota City.
Asa Bautes.....	790, ***.
Lawson E. Woodard.....	640, ***.
Pierce B. Harding.....	595.
William Reid.....	400, ***.
(After time.)	
David McKenney.....	845. (Received April 7, 1859.)
Herman Hegell.....	450. (Received April 7, 1859.)
Lewis Arner.....	587. (Received April 9, 1859.)

ROUTE No. 13653.

From Henderson to Sioux Agency, 60 miles, and back, once a week.
Proposals for semi-weekly service invited.

Bidders' names.	Sum per annum.
John Burnham.....	\$1,000, 000.
	2,000, twice a week, 000.
A. B. S. Karo & P. Weige.....	998.
	1,600, twice a week.
Asa Bautes.....	800.
	1,500, twice a week, 000.
James C. Dickinson.....	748.
	1,340, twice a week.
John McCurdy.....	1,200, 000.
John McFaddin.....	1,000, 000.
Charles Galpin.....	940.
Paul Kratke.....	550. Accepted.
	890, twice a week.
P. W. Savage.....	750, 000.
William Reid.....	625, 000.
(After time.)	
E. B. Haney.....	525. (Dated April 5, 1859.)
E. B. Price.....	600. (Dated March 26, 1859.)

Contract made with Paul Kratke, dated May 27, 1859, at \$550 per annum.

Leave Henderson Monday at 7 a. m.; arrive at Sioux Agency next day by 4 p. m.

Leave Sioux Agency Wednesday at 8 a. m.; arrive at Henderson next day by 5 p. m.

ROUTE No. 13654.

From Henderson to Green Lake City, 90 miles, and back, once a week.

Bidders' names.	Sum per annum.
John McCurdy.....	\$2,200, 000.
John Burnham.....	1,560, 000.
William L. Summer.....	1,480, via Cedar City instead of Winthrop.
John McFaddin.....	1,400, 000.
Cyrus L. Snyder.....	1,250, 000.
Asa Bautes.....	1,200, 000.
James C. Dickinson.....	1,340.

Bidders' names.	Sum per annum.
Y. H. Pendergrast.....	\$1,245.
Joseph W. Bates.....	1,200, 000.
Charles Galpin.....	1,140.
August Richen.....	1,000.
R. J. Broadwell.....	975.
Roswell H. Pendergrast.....	975.
William Reid.....	950, 000.
Luther F. Moore.....	924, 000.
Lloyd G. Pendergast.....	845.
Paul Kratke.....	840.
George S. Shoals, sr.....	824.
Frederick Duhn.....	800.
Peter W. Savage.....	No sum stated.
(After time.)	
E. B. Haney.....	925. (Received April 13, 1859.)
E. B. Price.....	850. (Received April 7, 1859.)

ROUTE No. 13655.

From La Crescent to Rochester, 75 miles, and back, once a week.

Bidders' names.	Sum per annum.
John B. Clark.....	\$2,300.
Luther McLane.....	1,240, 000.
Asa Bautes.....	1,100, 000.
Eber Norton.....	1,000, 000.
Alexander Vail.....	790, 000.
John Bamber.....	785, 000.
Wheeler, Nichols & Sawyer.....	837, 000.
C. D. Davis & David S. Moore --	560, 000.

ROUTE No. 13656.

From La Crosse to Elliot, 50 miles, and back, once a week.

Proposals for tri-weekly service invited.

Bidders' names.	Sum per annum.
John McLane.....	\$970.
	2,300, three times a week, 000.
	2,797, three times a week; two-horse coach for nine months, sleigh for three months.
Randall Fay.....	1,200, changed schedule.
	2,500, three times a week; changed schedule.
Thomas H. Connepp.....	550.
	1,500, three times a week.
Asa Bautes.....	800.
	1,500, three times a week, 000.
Alexander Vail.....	1,440, three times a week, schedule proposed.
Wheeler, Nichols & Sawyer.....	1,245, three times a week, 000.
Samuel McPhail.....	1,000, 000.
Wheeler, Nichols & Sawyer.....	595, 000.

ROUTE No. 13657.

From La Crosse to Blue Earth City, 165 miles, and back, once a week. Proposals for six times a week to Carimona, and three times a week residue, invited. Bidders to propose schedule for three and four days each way on entire route.

Bidders' names.	Sum per annum.
M. O. Walker.....	\$2,440, 000.
	6,900, three times a week, 000.
	9,900, six times a week, 000, to Carimona, three times a week on residue.
Asa Bautes.....	3,000, four days each way.
	8,000, 000, six times a week to Carimona, three times a week residue—three days each way.

Bidders' names.	Sum per annum.
Henry K. Belding.....	\$4, 373, three times a week, ***, Carimona to Blue Earth City.
John McLane.....	1, 365, ***.
	3, 744, three times a week; reverse schedule.
Henry K. Belding.....	3, 470, six times a week, to end at Carimona.
Joshua L. Davidson, (after time)-	2, 960. (Received April 9, 1859)
	9, 490, six times a week to Carimona, three times a week residue—through in four days.

ROUTE No. 13658.

From Lake City to Wasioja, 40 miles, and back, once a week. Proposals for semi-weekly service invited; also to end at Pine Island or Mantorville.

Bidders' names.	Sum per annum.
A. M. C. Johnston.....	\$1, 200, twice a week, to end at Pine Island.
	1, 500, ○○○, altered.
Joseph E. Fearson.....	1, 400, three times a week from May 1 to Nov. 1; residue no guaranty.
Joseph E. Fairvon.....	690.
	1, 280, twice a week.
	500, end at Pine Island.
	930, twice a week, end at Mantorville.
	630, once a week.
	1, 100, twice a week.
Asa Bautes.....	700.
	1, 200, twice a week, ○○○.
Joseph McD. Gates.....	599, ○○○, end at Mantorville.
	1, 200, ○○○, twice a week.
	500, ○○○, end at Pine Island once a week.
	894, ○○○, twice a week.
John Burnham.....	1, 200, ○○○, Lake City to Mantorville.
John Lee.....	570, ○○○.
	1, 100, twice a week.
	470, once a week to Pine Island.
	930, twice a week to Pine Island.
Moses Montgomery.....	550.
	1, 050, twice a week.
	450, once a week to Pine Island.
	880, twice a week.
	500, once a week to Mantorville.
	950, twice a week.
Wheeler, Nichols & Co.....	898, twice a week, ○○○, to Mantorville.
John B. Clark.....	935, twice a week, ○○○, to Pine Island; schedule proposed.
Downer & Prindle.....	445.
	793, twice a week.
	595, twice a week to Pine Island.
	320, once a week to Pine Island.
	415, once a week to Mantorville.
	744, twice a week to Mantorville; bid altered.
Wheeler, Nichols & Co.....	598, ○○○.
Henry P. Whallon.....	290, to end at Mantorville.
	490, two-horse coach, twice a week to Mantorville.
	310.
	512, two-horse coach, twice a week.
Oliver G. Crandal.....	270.
	590, twice a week, ○○○.

ROUTE No. 13659.

From Lake City to Rochester, 36 miles, and back, once a week. Bidders to name intermediate offices.

Bidders' names.	Sum per annum.
Alfred Bartholomew & Co.-----	\$1,600, three times a week, to supply intermediate offices.
A. M. C. Johnston -----	800, 000 .
Simon G. Rathbone -----	1,500, 000 , twice a week.
	790.
	1,490, three times a week.
John B. Clark -----	1,430, 000 , three times a week.
Moses Montgomery -----	480.
	1,290, three times a week, <i>via</i> offices of Zumbro Falls and Farmington.
Luther McLane -----	396, 000 .
	1,245, three times a week.
David Hancock -----	750.
	1,200, 000 , three times a week.
Ezra D. Gifford -----	400, 000 , once a week.
	1,100, 000 , three times a week.
Henry Bletcher -----	1,275, 000 , three times a week.
Asa Bautes -----	700, intermediate offices are Mazeppa, Orinoco, and Zumbro.
	1,200, 000 , three times a week.
Charles C. Cole -----	416.
	1,198, three times a week.
James W. Ireland -----	399, 000 , bid altered.
	1,000, three times a week, two or four horses, as required.
Darius S. White -----	396.
	979, 000 , three times a week.
Simeon A. Wright -----	395, 000 .
	935, 000 , three times a week.
John Lee -----	312, 000 .
	900, 000 , three times a week.
Downer & Prindle -----	395, embrace Zumbro.
	890, three times a week; bid altered.
Silas P. Wheeler, Sam. F. Nichols, and Martin V. Nichols -----	887, three times a week, 000 .
C. D. Davis and David S. Moore.	285.
	715, 000 , three times a week.
John C. Burbank -----	300, or daily from April 15 to Nov. 15, and twice a week residue, <i>via</i> Zumbro Falls, Mount Pleasant, and Farmington.
	600.
James H. Garmon -----	560, 000 .
John Bamber -----	500, 000 .
Silas P. Wheeler and S. F. & M. V. Nichols -----	300, 000 .

ROUTE No. 13660.

From Little Falls to Sunrise City, — miles, and back, once a week.
Bidders to state distance and propose schedule.

Bidders' names.	Sum per annum.
David A. Bentley -----	\$1,700, 160 miles, proposed schedule.
John Ault -----	1,600, 160 miles, proposed schedule.
Denton C. Payne -----	950, 104 miles, proposed schedule.
	790, from Watab, by Santiago, Groton, Princeton, Cambridge, and Owensville, to Sunrise City, schedule proposed, (saves 30 miles.)

ROUTE No. 13661.

From Little Falls to Fortuna, — miles, and back, once a week.
Bidders to state distance and propose schedule.

Bidders' names.	Sum per annum.
Miles Brown	\$1,850, schedule proposed.
W. W. Payne	1,800, schedule proposed.
Orson Rockwell	1,800.
Jonathan Simmons	1,750.
Joshua Knight	1,494, guaranty deficient.
John Ault	1,400, schedule proposed.
David A. Bentley	1,400.
Talmadge Elwell	1,400, Little Falls to Granite City, horseback, and from Granite City to Fortuna by footman, July 1, 1859, to June 30, 1860.
Jonathan Pugh	1,400.
W. W. Payne	260, end at Granite City, schedule proposed.

ROUTE No. 13662.

From Little Falls to Long Prairie, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Elijah Dumphy	\$750.
Charles L. Chase	495.
Philip Smith	494, ⁰⁰⁰ .
Joshua Knight	474. Guaranty defective.
Jonathan O. Simmons	440, July, 1859, to June 30, 1860.
George Jenkins	390.
David A. Bentley	375.
Miles Brown	375.
John Ault	350.
James Martin	350.
Orson Rockwell	340.
Robert S. Hamilton	325.
Jonathan Pugh	324.
William H. Allen	294, horse team.
Miles Brown	275.
Robert S. Hamilton	269.
Barnabas Smith, (after time) ...	490, ⁰⁰⁰ . (Received April 13, 1859.)

ROUTE No. 13663.

From Looneysville to Preston, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Asa Bantes	\$800, ⁰⁰⁰ .
Sophus Holsteen	672, ⁰⁰⁰ .
Silas P. Wheeler, Martin V. Nich- ols, and Jerome O. Sawyer	600, ⁰⁰⁰ .
James H. Garmon	560, ⁰⁰⁰ .
Samuel McPhail	550, ⁰⁰⁰ .
Jacob Reider	475.
Thomas H. Conniffe	450.

ROUTE No. 13664.

From Medary to Sioux City, Iowa, — miles, and back, once in two weeks.
Bidders to state distance and propose schedule.

Bidders' names.	Sum per annum.
C. H. Snow	\$1,798 50.
H. C. Lacey	1,600 00, two-horse hack, 165 miles, schedule pro- posed.
J. W. Babcock	1,599 00, distance 190 miles, schedule proposed.
Sidney S. Gale	1,500 00, ⁰⁰⁰ .
	1,500 00, ⁰⁰⁰ , 160 miles, schedule proposed.
Asa C. Call	1,500 00.
James H. Virtue	1,450 00.

Bidders' names.	Sum per annum.
William Reid	\$1,000 00, 000.
C. H. Snows	899 25, schedule proposed.
W. W. Marsh	883 00, 000.

ROUTE No. 13665.

From Medary to Fort Randall, 180 miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
Daniel F. Brawley	\$2,500 00, 000.
John McLean	2,250 00. No guaranty or certificate.
C. H. Snows	1,099 90.
George E. Spencer	1,647 00, 000, schedule proposed.
Asa C. Call	900 00, schedule proposed.

ROUTE No. 13666.

From Minneapolis to Hudson, on west side of Minnesota river, — miles, and back, once a week.

Bidders to state distance and propose schedule.

ROUTE No. 13667.

From Minneapolis to Breckinridge, 200 miles, and back, once a week to Kandyohi, and twice a month residue. Bidders to propose schedule. Proposals to end at Kandyohi invited.

Bidders' names.	Sum per annum.
John Middleton	\$9,900, 000, schedule proposed.
M. Miles Standish	7,200, two-horse conveyance.
John Ault	7,000, schedule proposed.
Henry Putnam	6,000, schedule proposed.
Benjamin True	5,500, schedule proposed.
Adam Allen	5,000, schedule proposed.
John Burnham	3,990, 000.
	1,600, to end at Kandyohi, once a week, per schedule.
C. A. Lorrin	3,975, 000, schedule proposed.
George J. Shoals	2,990, schedule changed.
W. S. Chapman	2,740, 000, schedule proposed.
George W. Dering	2,296, 000, schedule proposed, provided he gets 13669.
John McLean	2,290, but one year.
Asa Bautes	2,000, schedule proposed.
	1,400, end at Kandyohi.
Daniel R. Farnham	1,980, schedule proposed.
Caleb A. Lovering	1,975, 000, end at Kandyohi, schedule proposed.
John R. London	1,800, 000, schedule proposed.
John R. Parshall	1,450, to end at Kandyohi, schedule proposed.
T. M. Pendergast	1,420, to end at Kandyohi, schedule proposed.
William L. Sumner	1,275, to end at Kandyohi, schedule proposed.
Cyrus L. Snyder	1,250, 000, to end at Kandyohi, schedule proposed.
Roswell H. Pendergast	1,150, to end at Kandyohi.
Philip Smith	1,044, 000, to end at Kandyohi.
Benjamin True	1,000, to end at Kandyohi, schedule proposed.

ROUTE No. 13668.

From Minneapolis to Breckinridge, 200 miles, and back, once a week to Irving, and twice a month residue. Separate proposals for semi-weekly service between Minneapolis and Irving invited.

Bidders' names.	Sum per annum.
John Middleton	\$9,400, schedule.
John Ault	8,000, schedule.

Bidders' names.	Sum per annum.
John W. Huy	\$7,800, two horse light wagon, with reference to schedule.
M. Miles Standish	6,751, two-horse conveyance, schedule proposed.
F. J. Ripley	5,000, schedule proposed.
Alvan Allen & Chas. L. Chase	4,900, schedule.
John Burnham	3,985, ^{ooo} , schedule proposed.
Caleb A. Lovering	3,900, ^{ooo} , schedule proposed.
John Burnham	3,500, ^{ooo} , twice a week, end at Irving.
Asa Bates	2,000, running time three days to Irving.
	3,000, twice a week to Irving; four days' running time between Irving and Breckinridge.
Frank Lafont	2,950.
George M. Dering	2,840, ^{ooo} , schedule.
George S. Shoals, jr	2,820, includes Lemon River, between Greenwood and Cocate; schedule proposed.
Cyrus L. Snyder	2,800, twice a week to Irving, schedule proposed.
Frederick Schwerin	2,500.
William S. Chapman	2,490, ^{ooo} , schedule proposed.
George S. Shoals, sr	2,400, twice a week to Irving.
Alvan Allen & Chas. L. Chase	2,400, to Irving.
John McLean	2,290.
	2,700, also for twice a week between Minneapolis and Irving; schedule proposed.
Edwin C. Smith	2,250, schedule proposed.
George S. Shoals	2,000, twice a week to Irving.
David R. Farnham	1,970.
Philip Smith	1,944, ^{ooo} , twice a week to Irving.
John R. London	1,800, ^{ooo} , schedule changed.
Edwin C. Smith & Samuel Bennett, (after time)	2,500, to Irving twice a week. (Received April 13, 1859.)

ROUTE No. 13669.

From Minneapolis to Kandyohi, 90 miles, and back, once a week. Proposals for semi-weekly service invited.

Bidders' names.	Sum per annum.
John W. Huy	\$4,000, ^{ooo} .
A. Allen & Chas. L. Chase	3,000, twice a week.
M. L. Sumner	1,350; or
	2,700, twice a week.
Cyrus L. Snyder	2,400, twice a week, ^{ooo} , schedule proposed.
George S. Shoals	1,500.
	2,350, twice a week.
John McLain	1,496.
	2,240, twice a week.
Alvan Allen & Chas. L. Chase	2,200.
Charles P. Rittridge	2,000, twice a week, schedule proposed
Asa Bautes	1,400, ^{ooo} .
	2,000, twice a week.
F. J. Ripley	2,000.
George S. Shoals	1,900, twice a week.
C. A. Lovering	1,850, ^{ooo} .
Melville W. Rew	1,580, ^{ooo} .
John Burnham	1,500, ^{ooo} .
Cyrus L. Snyder	1,300, ^{ooo} .
William S. Chapman	1,190, ^{ooo} .
John R. Parshall	1,175.
R. J. Broadwell	1,175.
Roswell H. Pendergast	1,050.
John R. Lowden	1,000, ^{ooo} , schedule proposed.
D. H. Pollock	1,000.
G. S. Shoals	994, ^{ooo} , schedule proposed if he gets 13667.
George M. Dering	1,000.
Philip Smith	994, ^{ooo} .
Guilford D. George	900.

ROUTE No. 13670.

From Mouth of James River to Wakandapi Hills, — miles, and back, once in two weeks.
Bidders to state distance and propose schedule.

Bidders' names.	Sum per annum.
Stephen M. Burns.....	\$400, ⁰⁰⁰ , two-horse wagon or sleigh.
Samuel C. Brown.....	156.
Charles Smith.....	150.
John B. Downer and Wm. W. Prindle.....	148.
A. Z. Putman.....	104.
David T. Stoming.....	75, schedule proposed.

ROUTE No. 13671.

From Mt. Vernon to White Water Falls, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel C. Brown.....	\$156.
Stephen M. Burns.....	400, ⁰⁰⁰ , two-horse wagon or sleigh.
David T. Stoming.....	75.
A. Z. Putman.....	104.
John B. Downer and Wm. W. Brindle.....	148.
Charles Smith.....	150, ⁰⁰⁰ .

ROUTE No. 13672.

From New Ulm to Medary, 130 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Fetterman.....	\$2,565, (1) ⁰⁰⁰ .
Frederick Duhn.....	2,189.
Asa Bautes.....	2,000, ⁰⁰⁰ .
	1,900.
Rise & Weige.....	1,789.
C. H. Snow.....	1,669.
Sidney S. Gall.....	1,500.
Wm. Reid.....	1,340, ⁰⁰⁰ .
Daniel R. Farnham.....	1,300.
<i>After time.</i>	
Peter Kelly.....	2,500, hack or double team. (Received April 7, 1859.)
Francis Arceed.....	6,000. (Received April 7, 1859.)

ROUTE No. 13673.

From New Ulm to Leavenworth, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Reid.....	\$200, ⁰⁰⁰ .
Joseph Babcock.....	162.
<i>After time.</i>	
John Schneider.....	250. (Received April 7.)
Bernard Kelly.....	224. (Received April 7. No guaranty.)

ROUTE No. 13674.

From Owatanna to Mankato, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
Andrew Cotter.....	\$1,200, two-horse coach.
S. C. Williamson.....	698, two-horse coach.
James Fetterman.....	935, ⁰⁰⁰ .
Asa Bautes.....	900, ⁰⁰⁰ .
Alexander Armstrong.....	650.
Benjamin Arnold.....	600, ⁰⁰⁰ .

Bidders' names.	Sum per annum.
William Reid	\$500, 000.
Lawson E. Woodard, (after time.)	790, 000. (Received April 16.)

ROUTE No. 13675.

From Prescott to Hastings, 3½ miles, and back, once a week.

Bidders' names.	Sum per annum.
J. C. Burbank	\$100, or 250, six times a week during suspension of navigation.
W. J. Whipple	99, schedule proposed.
Philip Smith	3, 000, per trip during suspension of navigation.
W. J. Whipple	75, schedule proposed.
David Hone	2 per trip, schedule proposed, 000.

ROUTE No. 13676.

From Princeton to Crow Wing, 80 miles, and back, once a week.

Bidders' names.	Sum per annum.
F. J. Ripley	\$2,500.
Talmadge Elwell	1,900.
Elijah Dumpy	1,700.
Asa Bautes	1,700, 000.
Charles E. Foster	1,475.
Edwin C. Smith	1,300.
Wareham G. Randolph	1,300.
George Jenkins	1,200.
James A. Parish and Joshua Knight	1,094. No guaranty.
John Ault	1,000.
Jonathan Pugh	900.
David A. Bentley	900.
Barnabas Smith	915, 000.
Mills Brown	900.
Alexander Armstrong	890.
Orson Rockwell	800.
Philip Smith	769, 000.
W. W. Payne	350, end at Sauk Rapids, 30 miles, schedule proposed (See remarks as to curtailment of route.)
	900.
Barnabas Smith, (after time)	915. (Received April 13, 1859.)

ROUTE No. 13677.

From Red Wing to Owatanna, 60 miles, and back, once a week. Proposals for three-times-a-week service invited.

Bidders' names.	Sum per annum.
John McLain	\$879. 2,374, three times a week.
	2,935, three times a week, two-horse coach.
Asa Bautes	1,000. 2,900, three times a week, 000.
Andrew Cotter	2,400, three times a week, two-horse stage.
John Lee	770, 000.
	2,000, three times a week.
Columbus R. White	846, 000.
	1,870, three times a week, 000.
David Hancock	780, 000.
	1,800, three times a week, 000.
John B. Clark	1,845, three times a week, 000.
Downer & Prindell	844.
	1,690, three times a week.

Bidders' names.	Sum per annum.
Joseph McD. Gates.....	\$936, 000.
Benjamin L. Arnold.....	1, 674, three times a week, 000.
	1, 000.
Andrew Cotter.....	1, 450, three times a week, 000.
Wheeler, Nichols & Co.....	1, 000, two-horse coach.
Windsor & Morse.....	720, 000.
William Reid.....	700, 000.
Melville W. Rew.....	625, 000.
Lawson E. Woodard, (after time)	1, 200, 000.
	890, 000, schedule proposed. (Rec'd April 16, 1859.)

ROUTE No. 13678.

From Red Wing to Mantorville, 37 miles, and back, once a week. Proposals for three and six-times-a-week service, to extend to Wasioja, invited.

Bidders' names.	Sum per annum.
Henry Bletcher.....	\$3, 133, 000, to Wasioja, six times a week.
Asa Baultes.....	600.
	1, 700, three times a week.
	2, 900, 000, six times a week.
Robson & Gleason.....	350, two-horse hack.
John B. Clark.....	2, 765, 000, to Wasioja, six times a week.
John McLain.....	597.
	1, 500, three times a week, in a safe and secure manner.
	2, 700, six times a week, in a safe and secure manner;
	may extend to Wasioja at <i>pro rata</i> three or
	six times a week in two or four-horse coaches,
	if required.
Andrew Cotter.....	2, 400, six times a week in hack to Wasioja, as invited.
John Lee.....	345.
	1, 100, 000, extend to Wasioja, three times a week.
	2, 200, 000, extend to Wasioja, six times a week.
John N. Hess.....	500.
	1, 100, three times a week.
	2, 200, six times a week.
Darius S. White.....	416, 000.
	798, three times a week to Wasioja.
	2, 000, six times a week to Wasioja.
J. B. Downer & W. W. Prindell.	425.
	1, 195, three times a week to Wasioja.
	1, 990, six times a week to Wasioja.
M. O. Walker.....	800, 000.
	1, 900, 000, three times a week.
Wheeler, Nichols & Co.....	1, 900, 000, six times a week.
Daniel Hancock.....	700, 000.
	900, 000, three times a week.
	1, 600, 000, six times a week.
Andrew Cotter.....	1, 490, two-horse stage, three times a week to Wasioja,
	as invited.
John B. Clark.....	1, 480, three times a week.
Bradley P. Cheney.....	298, two-horse coach.
	725, , two-horse coach, three times a week.
	1, 300, , two-horse coach, six times a week.
S. A. Wise.....	550, 000.
	750, 000, three times a week.
	1, 250, 000, six times a week.
L. A. Hancock.....	545, 000.
	745, 000, three times a week.
	1, 245, 000, six times a week.
Robson & Gleason.....	\$85, two-horse coach, including Wasioja, three times
	a week.
M. O. Walker.....	440, 000.
	980, 000, extend to Wasioja at <i>pro rata</i> .

Bidders' names.	Sum per annum.
Wheeler, Nichols & Co.....	\$959, 000, three times a week.
Andrew Cotter.....	800, two-horse stage.
Henry Bletcher.....	590, 000.
Wheeler, Nichols & Co.....	443, 000.
William Reid.....	380, 000.

ROUTE No. 13679.

From Rochester to Wilton, 57 miles, and back, once a week. Proposals to end at Ashland invited.

Bidders' names.	Sum per annum.
John H. Groves & H. Maes.....	\$2, 200, two-horse hack, three times a week, schedule proposed.
	2, 200, two-horse hack, three times a week, schedule proposed.
	1, 700, two-horse hack, three times a week, schedule proposed.
	1, 700, two-horse hack, three times a week, schedule proposed.
Wheeler, Nichols & Co.....	1, 643, 000, three times a week.
Benjamin L. Arnold.....	1, 500, 000, schedule proposed.
	750, end at Ashland.
John B. Clark.....	1, 300, 000, schedule proposed.
Asa Bautes.....	1, 200.
	700, end at Ashland, schedule proposed.
John H. Graves & H. Maes.....	1, 100, schedule proposed.
	1, 100, two-horse coach, schedule proposed.
John Lee.....	945, 000.
	700, 000, end at Ashland, schedule proposed.
Luther McLane.....	827, 000.
	187, to terminate at Ashland.
H. H. White.....	824, 000, schedule proposed.
Alexander Vail.....	748, 000, schedule proposed.
Charles C. Cole.....	790.
	364, end at Ashland.
Wheeler, Nichols & Co.....	683, 000.
William Reid.....	590, 000, schedule proposed.
Henry P. Whasson.....	555, two-horse coach, schedule proposed.
James H. Garmon.....	520, 000, end at Ashland.
Henry P. Whasson.....	220, 000, end at Ashland.
L. E. Woodard, (after time)....	775, 000. (Received April 16, 1859.)
	440, 000, end at Ashland, schedule proposed.

ROUTE No. 13680.

From Rochester to Carimona, 40 miles, and back, once a week. Proposals for tri-weekly service to Preston invited.

Bidders' names.	Sum per annum.
Charles C. Cole.....	\$494.
	1, 395, three times a week.
John Bamber.....	500.
	990, 000, three times a week, end at Preston.
Williams & Williamson.....	798, schedule.
Luther McLane.....	595, 000.
James H. Garmon.....	487, 000.
Alexander Vail.....	394, 000, or tri-weekly, end at Preston,
	484, additional.
Asa Bautes.....	900.
	1, 800, 000, three times a week, end at Preston.
David Hancock.....	700, 000.
	1, 500, 000, three times a week, end at Preston, schedule proposed.

ROUTE No. 13681.

From Rochester to Carimona, 30 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Ramsey & Nat G. Day---	\$1,800.
Asa Battles-----	1,700, 000.
George Sowers-----	1,560, 000.
Cyrus Hill-----	1,460, 000.
John B. Clark-----	1,325, 000.
Charles C. Cole-----	1,295.
David Hancock-----	1,200, 000.
Randall Fay-----	1,200.
Martin O. Walker-----	1,180, 000.
Luther McLane-----	1,075, 000.
Eber Norton-----	998, 000.
William N. Ferris-----	995.
Henry Bletcher-----	995, 000.
Lewis F. Skidmore-----	374.
	994, 000, three times a week.
Jotham G. Ames-----	900, altered.
J. H. Garmon & Jacob Wolf----	897, 000.
Wheeler, Nichols & Co-----	887, 000, three times a week.
P. W. Savage-----	890, 000.
J. N. Hess-----	850.
John Bamber-----	840, 000.
Josiah McFarland-----	800, 000.
Alexander Vail-----	746, 000.
Alonzo Carroll-----	745.
T. D. Davis & David T. Moore--	595, 000.
Wheeler, Nichols & Co-----	365, 000.
Alexander Hall, (after time)----	470. (Received April 13, 1859.)

ROUTE No. 13682.

From St. Cloud to Fortuna, — miles, and back, once a week.

Bidders' names.	Sum per annum
David A. Bentley-----	\$2,300, distance 160 miles; schedule proposed.
W. W. Rayne-----	1,000, distance 95 miles; schedule proposed.
	750, distance 70 miles; end at Cherry Water.

ROUTE No. 13683.

From St. Peter's to Pajutazee, 90 miles, and back, once a week. Proposals for weekly service between Sioux Agency and Pajutazee invited.

Bidders' names.	Sum per annum.
Wheeler & Nichols-----	\$2,900, 000.
James C. Dickinson-----	1,880.
Peter W. Savage-----	1,400, 000.
Joseph W. Babcock-----	1,299.
John Burnham-----	1,248, 000.
Rice & Weigo-----	1,200.
	500, between Sioux Agency and Pajutazee.
P. W. Savage-----	950, 000; schedule proposed.
William Reid-----	940, 000.
Christopher Murray-----	880.
	500, between Sioux Agency and Pajutazee.
Horace W. Moore-----	300, begin at Sioux Agency.
Asa Battles-----	1,790, schedule proposed.
Charles Kayser-----	1,150.
	600, once a week between Sioux Agency and Pajutazee; schedule proposed.

ROUTE No. 13684.

From Shakopee to Clear Water, 60 miles, and back, once a week. Proposals to end at Monticello invited, distance 50 miles.

Bidders' names.	Sum per annum.
Asa Battles.....	\$1,700, schedule proposed.
	1,500, end at Monticello.
John McCurdy	1,200, ⁰⁰⁰ .
J. C. Dickinson	1,200, leave Monday, arrive Saturday.
A. R. Skaro and P. Weigo	1,195.
	991, end at Monticello; schedule proposed.
Charles P. Kittridge.....	1,175, schedule proposed.
Simon G. Rathbone	1,100.
	990, end at Monticello.
John McFadden	1,000, ⁰⁰⁰ .
H. H. White	898, ⁰⁰⁰ .
	812, end at Monticello; schedule proposed.
Francis W. Frederick.....	950.
	875, end at Monticello.
Philip Smith.....	874, ⁰⁰⁰ .
Edwin C. Smith	825, end at Monticello; schedule proposed.
Samuel Bennett	800, schedule proposed.
John Burnham	800, ⁰⁰⁰ .
Thomas Grayson.....	720.
	624, ⁰⁰⁰ ; end at Monticello.
Guilford D. George.....	650, end at Monticello; schedule proposed.
Charles Galpin	690, end at Monticello; schedule proposed.
John McFadden	No amount, end at Monticello; schedule proposed.
P. W. Savage	750, ⁰⁰⁰ ; end at Monticello; schedule proposed.
Philip Smith	744, end at Monticello; schedule proposed.
Samuel Bennett, (after time)....	650, end at Monticello. (Received April 13, 1859.)

ROUTE No. 13685.

From Sioux Falls to Fort Randall, N. T., 175 miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
James H. Ireland.....	\$4,000.
Lewis Skidmore	2,900, ⁰⁰⁰ ; schedule proposed.
Henry C. Lacey	2,850, ⁰⁰⁰ .
George E. Spencer.....	1,538, ⁰⁰⁰ .
C. H. Snow.....	1,069, schedule proposed.
Asa C. Call.....	875, schedule proposed.

ROUTE No. 13686.

From Swan River to Long Prairie, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Asa Battles.....	\$1,000.
James Dumphy.....	800.
A. Allen.....	495.
Jeremiah Roach.....	474, guaranty defective.
Philip Smith.....	470, ⁰⁰⁰ .
John Ault	400.
Robert S. Hamilton.....	325, ⁰⁰⁰ .
William H. Allen.....	294, two-horse team.
	224, two-horse team; schedule proposed.
Jonathan Pugh.....	340.
Barnabas Smith, (after time)....	380, ⁰⁰⁰ . (Received April 13, 1859.)

ROUTE No. 13687.

From Traverse des Sioux to Sioux Agency, 60 miles, and back, once a week. Proposals to end at Fort Ridgeley invited.

Bidders' names.	Sum per annum.
Asa Battles	\$1,495.
Samuel P. Dickinson	1,400, end at Fort Ridgeley.
John Burnham	1,170.
George E. Spencer	830, end at Fort Ridgeley.
John McFadden	1,040, ⁰⁰ .
Wheeler, Nichols & Co.	993, ⁰⁰⁰ .
Rice & Wiego	915, ⁰⁰⁰ .
Alpheus Laughry	900, ⁰⁰⁰ .
Peter W. Savage	850.
William Reid	700, end at Fort Ridgeley.
Wheeler, Nichols & Co.	800.
Christopher Murray	600, end at Fort Ridgeley.
Thomas Cowan, (after time) ---	790, ⁰⁰⁰ .
	650, ⁰⁰⁰ .
	625, ⁰⁰⁰ .
	600, ⁰⁰⁰ , end at Fort Ridgeley.
	550. <i>Accepted.</i>
	500, end at Fort Ridgeley.
	950. (Received April 7, 1859.)
	800, end at Fort Ridgeley.

Contract made with Christopher Murray, dated May 27, 1859, at \$550 per annum.

Leave Traverse des Sioux Saturday at 1 p. m.; arrive at Sioux Agency next day by 4 p. m.

Leave Sioux Agency Monday at 7 a. m.; arrive at Traverse des Sioux next day by 4 p. m.

ROUTE No. 13688.

From Wabashaw to Medford, 70 miles, and back, once a week. Proposals for semi-weekly service invited.

Bidders' names.	Sum per annum.
John Lee	\$1,470, ⁰⁰⁰ .
Asa Battles	2,900, twice a week.
Benjamin Arnold	1,500.
F. C. Williamson	2,500, ⁰⁰⁰ , twice a week.
Joseph McD. Gates	1,500, ⁰⁰⁰ .
John B. Clark	1,900, ⁰⁰⁰ , twice a week.
Lyman M. Gregg	994, two-horse carriage.
William Weaver	1,854, twice a week.
Simeon A. Wright	994, ⁰⁰⁰ .
Dawnes & Prindle	1,794, ⁰⁰⁰ , twice a week.
James W. Ireland	1,724, ⁰⁰⁰ , twice a week.
Henry Ashe	800.
Sylvester Gillman	1,500, twice a week, bid altered.
Lawson E. Woodard, (after time).	725, ⁰⁰⁰ .
	1,350, ⁰⁰⁰ , twice a week.
	572, ⁰⁰⁰ .
	985, ⁰⁰⁰ , twice a week.
	494.
	988, twice a week.
	599.
	595.
	573, ⁰⁰⁰ .
	990, ⁰⁰⁰ , schedule proposed. } (Received April 16,
	540, begin at Pine Island. } 1859.)

ROUTE No. 13689.

From Watab to Clinton.

Bidder's name.	Sum per annum.
W. W. Payne	\$145, schedule changed.

ROUTE No. 13690.

From Winnebago City to Jackson, 60 miles, and back, once a week. Proposals for semi-weekly service invited.

Bidders' names.	Sum per annum.
Wheeler, Nichols & Co.....	\$2,400, ***, three times a week.
Isaac L. Hinds.....	1,200.
	2,000, ***, semi-weekly.
George E. Spencer.....	990, once a week.
	1,980, twice a week.
Wheeler, Nichols & Co.....	1,200, **.
Alfred D. Arthur.....	1,200.
Lawson E. Woodard.....	990, **.
Orson Rockwell.....	980, from Little Falls to Winnebago.
David A. Bentley.....	900.
Benson C. Hinkle.....	858, **.
John Ault.....	600.
Wm. Reid.....	675, **.
Joseph W. Babcock.....	596.
Benson C. Hinkle, (after time)...	885, ***. (Received April 9, 1859.)

ROUTE No. 13691.

From Wabashaw to Rochester, 36 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Asa Battles.....	\$2,900, **.
Obed Metcalf.....	1,800, **.
Alfred Bartholomew & Co.....	1,560, **.
Henry Bletcher.....	1,437, **.
Oliver E. Wright.....	1,400, two-horse coach.
John B. Clark.....	1,335, **.
William A. Williamson.....	1,395, two-horse vehicle.
Charles C. Cole.....	1,396.
Samuel C. Brown.....	1,190.
Luther McLane.....	1,350, **.
Martin O. Walker.....	1,190, **.
Daniel Wheeler.....	1,037, **.
P. E. Wright.....	1,020, **.
Lyman M. Gregg.....	1,000, two-horse coach.
Henry J. McFarland.....	1,000.
Benjamin P. Talbot.....	975, buggy and two horses
Simeon N. Wright.....	936, **.
Darius J. Wright.....	933, **.
William Weaver.....	935.
John Bamber.....	890, **.
Wheeler, Nichols & Co.....	888, **.
Alexander Vail.....	847, **.
Josiah McFarland.....	795, **.
Lewis Skidmore.....	794, **.
James W. Ireland.....	800, **.

IOWA.

From July 1, 1859, to June 30, 1862.

ROUTE No. 11100.

From Ashton to Decatur, 5 miles, and back, once a week. Bids for three trips a week invited.

Bidders' names.	Sum per annum.
H. A. Williamson & J. H. Van Horn -----	\$600, three times a week, two-horse coach, ***.
G. W. Mason & J. E. Dawley --	450, three times a week ; schedule proposed.
H. A. Williamson & J. H. Van Horn -----	300, two-horse hack, ***.
Addison Oliver -----	244.
	685, three times a week, ***, and four-horse coach.
Wm. W. Wilson -----	200, ***.
	300, *** , three times a week.
Wm. F. Lockwood -----	130.
	390, three times a week ; schedule proposed.

ROUTE No. 11101.

From Bellefontaine to Chariton, 40 miles, and back, once a week. Bids for two, and also three trips a week invited.

Bidders' names.	Sum per annum.
John Benscoter -----	\$1,500, two-horse coach.
	2,400, two-horse coach, twice a week.
	3,000, two-horse coach, three times a week.
John McLean -----	770.
	1,200, twice a week.
	1,470, three times a week.
James W. Brady -----	600, two-horse hack.
	800, two-horse hack, twice a week.
	950, two-horse hack, three times a week.
Wesley Sparks -----	550, two-horse hack.
	800, two-horse hack, twice a week.
	1,000, two-horse hack, three times a week.
John Torrence -----	500.
	750, twice a week.
	900, three times a week.
F. A. & F. C. Barker -----	415.
	793, twice a week.
	943, three times a week.
William Kincaid -----	312, includes Columbia and Walker.
	263, schedule proposed.

ROUTE No. 11103.

From Bloomfield to Lancaster, 20 miles, and back, once a week. Bids for two, and also for three trips a week invited.

Bidders' names.	Sum per annum.
John J. White -----	\$448, twice a week, two-horse coach.
Wm. W. Marsh -----	345, ***.
N. S. Morris -----	250.
	450, twice a week.
	600, three times a week.
Charles Baird -----	248, two-horse coach.
	448, two-horse coach, twice a week.
	600, two-horse coach, three times a week.

Bidders' names.	Sum per annum.
B. Milliser.....	\$225. 420, twice a week. 545, three times a week.

ROUTE No. 11104.

From Bradford to Rockford, 24 miles, and back, once a week. Bids for two, and also three trips a week invited. Bids to include Flood Creek also invited.

Bidders' names.	Sum per annum.
Calvin Scripture.....	\$883, ⁰⁰⁰ , three times a week.
A. P. Harper.....	600.
Calvin Scripture.....	585, ⁰⁰⁰ , twice a week.
R. N. Mathews.....	490. 825, twice a week. 1,000, three times a week.
John Clay.....	330. 550, twice a week. 730, three times a week.
Wm. S. Henderson.....	350, ⁰⁰⁰ .
Charles J. Pixley.....	300, two-horse carriage. 575, two-horse carriage, twice a week. 800, two-horse carriage, three times a week.
Calvin Scripture.....	283, ⁰⁰⁰ .

ROUTE No. 11105.

From Burlington to Farmington, 40 miles, and back, once a week. Bids for three trips a week invited.

Bidders' names.	Sum per annum.
B. F. Hill.....	\$2,340, ⁰⁰⁰ , three times a week.
Charles J. Ives.....	2,250, two-horse hack, three times a week.
Wm. C. Davis.....	1,500, three times a week. No guaranty and certificate.
	1,500, three times a week.
Joseph B. Bowen.....	525, ⁰⁰⁰ .
William W. Marsh.....	490, ⁰⁰⁰ .

ROUTE No. 11106.

From Cascade to Iowa City, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
S. H. Peaslee.....	\$1,480.
Wm. Tibbetts.....	900.
James B. Bowen.....	770, ⁰⁰⁰ .
Calvin Scripture.....	683, ⁰⁰⁰ .
A. P. Aylworth.....	550, ⁰⁰⁰ .
John Marvin.....	550.
Geo. Albin.....	500.
Henry Basterdes.....	490.
L. D. Cleghorn.....	490.

ROUTE No. 11107.

From Cascade to Wyoming, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
S. H. Peaslee.....	\$500.
Calvin Scripture.....	245, ⁰⁰⁰ .
John Marvin.....	240.

ROUTE No. 11108.

From Cedar Falls to Algona, 121 miles, and back, once a week. Bids to extend route, *via* Spirit Lake to Fort Ridgeley, M. T., invited.

Bidders' names.	Sum per annum.
A. D. Arthur -----	\$2,500, to Fort Ridgeley.
Asa Butts -----	1,700.
	3,300, to Spirit Lake and Fort Ridgeley.
Leverett Everell -----	1,650.
Alfred D. Arthur -----	1,600, ***.
M. Hollenbeck -----	1,500.
Calvin Scripture -----	1,483, ***.
Geo. E. Spencer -----	1,398, Algona to Fort Ridgeley <i>via</i> Spirit Lake.
Wm. Ward -----	1,200, two-horse hack.
Wm. B. Carey & J. E. Stacy -----	1,200. ***.
John McLane -----	1,179. No guaranty, except at 25 per cent. less than <i>pro rata</i> for each additional trip if ordered within three months.
	1,108, except at <i>pro rata</i> .
Wm. B. Johnson -----	999, ***.
John P. Cooper -----	895.
Asa C. Call -----	975.
Joseph Hewett -----	790, two-horse hack.

ROUTE No. 11109.

From Centerville to Albia, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
Calvin Scripture -----	\$283 00, ***.
J. L. Morlan -----	275 00.
Jos. Delay -----	189 00.
Jno. R. Matkin -----	185 00.
Wm. S. Henderson -----	148 50.
Anthony Martin -----	164 00.

ROUTE No. 11110.

From Clear Lake City to Blue Earth City, Maine, 65 miles, and back, once a week.

Bidders' names.	Sum per annum.
Isaac L. Hinds -----	\$1,700, ***.
Calvin Scripture -----	830, ***.
Reuben Humphreville -----	690, two-horse hack.
Wm. Reid -----	675, ***.
H. A. Stiles -----	649, ***.
James Turner -----	635, two-horse hack.
Asa C. Call -----	585.
Charles H. Day -----	545, two-horse carriage.

ROUTE No. 11111.

From Corydon to Scottsville, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas Hendricks -----	\$799.
Isaac Schrock -----	450.

ROUTE No. 11112.

From Corydon to St. John's, Mo., 20 miles, and back, once a week. Bids for two and also three trips a week invited.

Bidders' names.	Sum per annum.
Charles Henick.....	\$939, two-horse hack, three times a week.
	627, two-horse hack, twice a week.
	361, two-horse hack.
John J. White	300.
	570, two-horse hack, twice a week.
Salmon Sharp.....	290.
	580, twice a week.
	870, three times a week.

ROUTE No. 11113.

From Crescent City to Florence, N. J., 6 miles, and back, once a week. Bids for three trips a week invited.

Bidder's name.	Sum per annum.
Wm. F. Lockwood	\$150.
	460, three times a week ; schedule proposed.

ROUTE No. 11114.

From Dakotah to Spirit Lake, 80 miles, and back, once a week.

Bidders' names.	Sum per annum.
Edward McKnight.....	\$1,500, two-horse carriage.
John L. Lewis.....	1,400, two-horse carriage.
W. E. W. Smeltzer	1,209.
Edward McKnight.....	1,000, two-horse carriage, except to Emmettsburgh.
William Reid	850, ***.
Asa C. Call.....	720.
Geo. E. Spencer.....	695, ***.
A. D. Arthur.....	600, ***.

ROUTE No. 11115.

From Decorrah to Austin, 70 miles, and back, once a week.

Bidders' names.	Sum per annum.
Calvin Scripture.....	\$1,023, ***.
Leverett Averill.....	1,000.
M. A. Walker	940, ***.
E. M. Farnsworth.....	975, ***.
J. B. Yates.....	850, two horses.
Daniel Wagar.....	790, ***.
Daniel Wheeler	749, ***.
Wheeler, Nichols & Co	650, ***.
L. L. Medberry	650.
Henry Crawford	490, includes Granger, Forester, and Lime Springs, instead of Arnoldsville, Lime Springs, and Forest City.

ROUTE No. 11116.

From Delhi to Earlesville, 6 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Asa Battles	\$450 00, ***.
	700 00, six times a week.
Wm. J. Doolittle.....	400 00, six times a week, ***.
Calvin Scripture.....	383 00, six times a week, ***.
Jay Olney	315 00.
Wm. J. Doolittle.....	300 00, ***.
John Marvin.....	300 00, ***., six times a week.
N. McCormick.....	234 00, six times a week.
C. Scripture.....	220 00, ***.
N. McCormick.....	156 00.

Bidders' names.	Sum per annum.
John W. Penn	150 00.
	200 00, six times a week.
John Marvin	150 00, 000.
C. H. Foote	149 00, 000.
	278 00, 000, six times a week.
A. E. Martin	98 80, six times a week. <i>Accepted May 21, 1859.</i>
	72 80.

Contract made with A. E. Martin, dated May 12, 1859, at \$98 80 per annum.
 Leave Delhi daily, except Sunday, at 8 a. m.; arrive at Earlesville by 10 a. m.
 Leave Earlesville daily, except Sunday, at 2 p. m.; arrive at Delhi by 4 p. m.

ROUTE No. 11117.

From Denison to Decatur, N. T., — miles, and back, once a week.

Bidders' names.	Sum per annum.
Addison Oliver	\$1,935 00, 000, four-horse coach when necessary.
N. F. Walker	1,662 00, schedule proposed.
Silas T. Leaving and G. C. Barnum	1,600 00, 000.
Henry C. Laub	1,490 75.
John McLean	990 00, no guaranty.
D. S. Couch	733 00.
George E. Spencer	647 00, 000.
Wm. F. Lockwood	520 00.

ROUTE No. 11118.

From Des Moines to Jefferson City, Mo., 300 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph B. Bowen	\$4,900. 000.
Asa Battles	3,700, 000.

ROUTE No. 11119.

From Des Moines to Marietta, 65 miles, and back, once a week.

Bids to commence route at Newton and run, *via* Green Caste, Edenville, &c., to Marietta invited.

Bidders' names.	Sum per annum.
D. S. Couch	\$963.
Alexander Crow	750, 000.
Aaron Hammer	590, Newton to Marietta.
— Crow	375, 000. Newton to Marietta.

ROUTE No. 11120.

From Des Moines to Spirit Lake, 160 miles, and back, once a week.

Bids to commence at Fort Dodge invited, omitting Des Moines and Dayton.

Bidders' names.	Sum per annum.
A. D. Arthur	\$2,500, 000.
John McLean	2,200, no guaranty.
Asa Battles	2,200, 000.
Asa C. Call	1,530.
Wm. H. Hait	1,500, 000, Fort Dodge to Spirit Lake.
Jonathan Hutchinson	1,400, two-horse vehicle, commence at Fort Dodge.
D. S. Couch	1,373. commence at Fort Dodge.
George E. Spencer	737, 000, commence at Fort Dodge.
Alfred D. Arthur	700, 000, commence at Fort Dodge.

ROUTE No. 11121.

From Des Moines to Sac City, 110 miles, and back, once a week.

Bids to extend route through to Sioux City, 67 miles further, invited.

Bidders' names.	Sum per annum.
Joseph B. Bowen	\$1,690, 000.
O. C. Howe and A. D. Arthur	1,650, 000.
E. P. Vail	1,490, extend to Sioux City.
Wm. W. Marsh	1,480, 000.
John McLean	1,470, extend to Sioux City at <i>pro rata</i> , 25 per cent. less than <i>pro rata</i> for additional trip.
Wm. Anderson	1,375, 000.
Robert M. Rippey	1,290, 000.
George E. Spencer	1,283, 000.
	790, additional extension to Sioux City.
Jesse M. Miller	1,094.
	1,784, extension to Sioux City.
Isaac Tucker	1,090, 000.
Lewis and John E. Wright	1,000.
<i>After time.</i>	
Samuel L. Watt	800, (Received April 13, 1859.)
(from July 1, 1860)	600, 000. (Received December 6, 1859.)

ROUTE No. 11122.

From Des Moines to St. Joseph, Mo., 157 miles, and back, once a week. Bids to end at Albany invited. Bids for twice and also three times a week invited.

Bidders' names.	Sum per annum.
A. Keaton & Co	\$3,600, 000.
Cannaday & Balldock	2,996, two-horse coach twice a week; end at Albany.
John C. Williams	2,400, twice a week; end at Albany.
John McLean	1,700.
	2,850, twice a week.
	3,845, three times a week.
	4,477, three times a week, two-horse coach.

ROUTE No. 11123.

From Des Moines to White Cloud, K. T., 145 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel L. Jennings	\$3,000.
C. David and A. D. Odell	2,500.
Benjamin B. Frazer	2,470.
A. Keaton and J. Robinson	2,400, 000.
John McLean	2,300. No guaranty.

ROUTE No. 11124.

From Dyersville to Anamosa, 33 miles, and back, once a week. Bids to end at Grove Creek invited.

Bidders' names.	Sum per annum.
S. H. Peaslee	\$500.
C. H. Foote	394, 000.
John Marvin	350.
Calvin Scripture	345, 000.
C. H. Foote	324, 000; end at Grove Creek.
John Marvin	240, end at Grove Creek.

ROUTE No. 11125.

From Eddyville to Des Moines, 70 miles, and back, once a week. Bids invited for three trips a week, by schedule to be stated by the bidder.

Bidders' names.	Sum per annum.
H. A. Williamson and C. Herrick.	\$4,056, two-horse hack, 000, three times a week.
	2,808, 000; two-horse hack twice a week.
	1,560, 000; two-horse hack.
Charles Meeker	600.
W. W. Amos	600.

ROUTE No. 11126.

From Elkader to Clermont, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Calvin Scripture	\$383, 000.
M. B. Hodgkins	312.
Edwin Stedman	290.
William Larrabee	198.

ROUTE No. 11127.

From Elkader to Cassville, Wis., 34 miles, and back, once a week.

Bidder's name.	Sum per annum.
Calvin Scripture	\$383, 000.

ROUTE No. 11128.

From Fillmore to Clarinda, 57 miles, and back, once a week.

Bidder's name.	Sum per annum.
Joseph Cramer	\$495, schedule proposed.

ROUTE No. 11129.

From Fort Dodge to Westfield, 150 miles, and back, once a week.

Bidders' names.	Sum per annum.
L. H. Barnes	\$2, 575.
Benjamin Mace	2, 092.
Asa C. Call	1, 500.
George E. Spenser	1, 444, 000.

ROUTE No. 11130.

From Fort Dodge to Spirit Lake, 71 miles, and back, once a week.

Bidders' names.	Sum per annum.
D. S. Couch	\$1, 381.
Calvin Scripture	1, 083, 000.
A. D. Arthur	1, 000, two-horse stage.
Asa C. Call	855.
William Reid	825, 000.
George E. Spenser	738, 000.
A. D. Arthur	725, 000.

ROUTE No. 11131.

From Fort Dodge to Sioux Falls, 115 miles, and back, once a week.

Bidders' names.	Sum per annum.
Luther H. Barnes	\$3, 000 00.
A. D. Arthur & O. C. Howe	2, 250 00.
Benjamin Mace	2, 173 00.
George E. Spencer	1, 838 00, 000.
C. H. Snow	1, 487 50.
William Reid	1, 200 00, 000.

ROUTE No. 11132.

From Fort Dodge to Mankato, Minn., 140 miles, and back, once a week.

Bidders' names.	Sum per annum.
Geo. E. Spenser	\$2, 442, 000.
Joseph W. Babcock	2, 370.
Jesse M. Miller	1, 847.
A. D. Arthur	1, 800, 000.
William Reid	1, 450, 000.
Asa C. Call	1, 260.

ROUTE No. 11133.

From Greenfield to Adell, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. W. Robertson.....	\$390.
Wm. W. Marsh.....	385, 000.
E. H. Mallary.....	364.
James C. Gibbs.....	350.
S. K. Scovell.....	300.
Thomas Ashton.....	300.
Abram Rutt.....	300.
Isaac Willits.....	294.
George W. Loomis.....	280.
George H. Holaday.....	200.

ROUTE No. 11134.

From Grinnell to Marietta, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
D. S. Couch.....	\$387.
Alexander Crow.....	359, 000.
Calvin Scripture.....	345, 000.
E. S. Timmons.....	320, 000.
Joseph A. Willis.....	298, 000.
Norman Whitney.....	290, 000.
Henry Crow.....	260, 000.

ROUTE No. 11135.

From Hardin to Brownsville, 51 miles, and back, once a week.

Bidders' names.	Sum per annum.
S. Halstien.....	\$970, 000.
H. K. Belding.....	787, 000.
James T. Mott.....	694, 000.
Calvin Scripture.....	645, 000.
James T. Mott.....	397, 000, two-horse hack, Waukon to Portland.

ROUTE No. 11136.

From Independence to Fredericksburg, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
David Crane.....	\$768.
Calvin Scripture.....	645, 000.
Gay & Montgomery.....	550, 000.
William Dana.....	490.

ROUTE No. 11137.

From Independence to Des Moines, 128 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jos. B. Bowen.....	\$1,829, 000.
Thomas Hendrick.....	1,650.
E. S. Timmons.....	1,489, 000.
David Crance.....	1,382.
Calvin Scripture.....	1,440, 000.
William Dana.....	895.

ROUTE No. 11138.

From Inkpadutah to Iowa, D. T., — miles, and back, once a week.

Bidders' names.	Sum per annum.
Asa C. Call	\$1,800, schedule proposed, and will supply Sioux Falls and other intermediate points.
George E. Spencer	1,114, ⁰⁰⁰ , 100 miles; schedule proposed.

ROUTE No. 11139.

From Iowa City to Des Moines, 120 miles, and back, once a week. Bids for service between Lynn Grove and Des Moines only, invited; (bidders to name intermediate points)

Bidders' names.	Sum per annum.
Calvin Scripture	\$1,380, ⁰⁰⁰ .
A. P. Aylworth	1,150, ⁰⁰⁰ .
D. S. Couch	659, Lynn Grove and Des Moines; intermediate Galesburg and Newton, &c., &c.

ROUTE No. 11140.

From Iowa Falls to Clear Lake City, 65 miles, and back, once a week. Bids to commence at Alden, invited.

Bidders' names.	Sum per annum.
Simon Overacker	\$900.
Daniel V. Ellsworth	898.
O. B. Arnold	800.
J. T. Lane	790.
C. Scripture	740, ⁰⁰⁰ .
H. A. Stiles	649, two-horse hack.
Asa C. Call	585.
R. Humphreyville	550, two-horse hack.
James Turner	490, two-horse coach.

ROUTE No. 11141.

From Iowa Falls to Blue Earth City, Min., 110 miles, and back, once a week.

Bidders' names.	Sum per annum.
Isaac L. Hinds	\$1,990, ⁰⁰⁰ .
Leverett Averill	1,550.
Calvin Scripture	1,380, ⁰⁰⁰ .
Charles H. Day	1,169, two-horse vehicle.
William Reid	1,140, ⁰⁰⁰ .
Jerry T. Lane	1,000, ⁰⁰⁰ .
Asa C. Call	990.

ROUTE No. 11142.

From Iowa Falls to Mason City, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
Leverett Averill	\$800.
Daniel V. Ellworth	738.
Calvin Scripture	643, ⁰⁰⁰ .
J. T. Lane	575.
O. B. Arnold	490.
John Race	475.
J. Crittenden	475.
J. Simonds	466.
E. Mark	450.
Asa C. Call	450.
John Sherman	440. No guaranty.
E. H. Sparling	420, ⁰⁰⁰ .
John Sherman	400, ⁰⁰⁰ .
O. B. Arnold	390.
John C. Pason	290, ⁰⁰⁰ ; schedule proposed.
A. C. Owen, (after time)	399, ⁰⁰⁰ . (Received April 16, 1859.)

ROUTE No. 11143.

From Iowaville to Memphis, Mo., 30 miles, and back, once a week.

Bidder's name.	Sum per annum.
William W. Marsh.....	\$395, 000.

ROUTE No. 11144.

From Johnsonsport to West Union, 48 miles, and back, once a week. Bids to end at Clermont invited; also to end at Postville.

Bidders' names.	Sum per annum.
Calvin Scripture.....	\$645, 000.
J. G. Wright.....	500, end at Clermont.
Charles C. Hinds.....	344, 000, end at Postville.

ROUTE No. 11145.

From Knoxville to Newton, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Calvin Scripture.....	\$465, 000.
Aaron Hammer.....	396, 000.
Wm. W. Marsh.....	360, 000.
D. S. Couch.....	319.
Wm. C. Nedny.....	300.
John Rigg.....	250.

ROUTE No. 11146.

From Lansing to Twin Spring, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. C. Geroald.....	\$800 00.
John Waggoner.....	650 00.
Abel Prichard.....	600 00.
Calvin Scripture.....	580 00, 000.
Daniel Wagar.....	570 00, 000.
Peter Long.....	550 00.
Peter Hohenadel.....	440 40.
Willard Ballon.....	415 00, 000.
George P. Lewis.....	390 00.

ROUTE No. 11147.

From Leon to Nine Eagles, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
Charles Herrick.....	\$312, two-horse hack.
Joseph F. Parsons.....	175.
W. P. Fletcher.....	125.
Samuel M. Dowell.....	90.

ROUTE No. 11148.

From Lewis to Glenwood, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
Leverett Averill.....	\$825.
David Crane.....	820.
Wm. F. Lockwood.....	800.
James W. Brown.....	740.
Wm. W. Marsh.....	539, 000.

ROUTE No. 11149.

From Lewis to Clarinda, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
David Crane.....	\$780.
Leverett Averill.....	750.
W. F. Lockwood.....	700.
James W. Brown.....	545.
William W. Marsh.....	475, 000.
Joseph Cramer.....	400.

ROUTE No. 11150.

From Lewis to Sidney, 70 miles, and back, once a week.

Bidders' names.	Sum per annum.
David Crane.....	\$1,140.
Wm. F. Lockwood.....	1,000.
Leverett Averill.....	900.
Wm. W. Marsh.....	894, 000.
James W. Brown.....	770.

ROUTE No. 11151.

From Lithopolis to Fort Dodge, 64 miles, and back, once a week. Bids to end route at Webster City invited. Bids for two, and, also, three trips a week invited.

Bidders' names.	Sum per annum.
Calvin Scripture.....	\$1,800, 000, three times a week. 1,183, 000, three times a week. 483, 000, end at Webster City.
Daniel V. Ellsworth.....	730, end at Webster City.
George R. Perkins.....	675, end at Webster City.
Calvin Scripture.....	645, 000, end at Webster City.

ROUTE No. 11152.

From McGregor to Manchester, 53 miles, and back, once a week.

Bids for two and also three trips a week; and also, to run, after passing Elkader, *via* Bates's Mill, Honey Creek, Mechanicsburg, York, and Amaril to Manchester, in lieu of the above route, invited.

Bidders' names.	Sum per annum.
John C. Poole.....	\$1,600, two-horse hack, three times a week, <i>via</i> Bates's Mills, &c., &c.
Calvin Scripture.....	1,380, 000, three times a week. 883, 000, twice a week. 583, 000, <i>via</i> Bates's Mills, as invited. 583, 000.
John Otis.....	1,100, twice a week, two-horse stage, <i>via</i> Elkader, Bates's Mills, &c. 700. 600, <i>via</i> Bates's Mills, &c., as invited.
James Washburne.....	1,000. 1,500, twice a week. 2,000, three times a week.
John C. Poole.....	800, buggy, <i>via</i> Bates's Mills, &c., as invited.
Leverett Averill.....	750.
Wheeler & Nichols.....	743, ***.
David Heald.....	728, twice a week, horse or buggy, <i>via</i> Bates's Mills, &c., &c.
Martin O. Walker.....	700, either route.
Andrew G. Cloudman.....	572.
David Heald.....	468, horse or buggy, <i>via</i> Bates's Mills, &c.
Edward Olney.....	405. 700, twice a week. 1,000, three times a week.

ROUTE No. 11153.

From McGregor to Independence, 65 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Washburn	\$1,200.
M. O. Walker	1,100, ⁰⁰⁰ .
Leverett Averill	950.
John C. Pool	900.
David Crave	832.
Wheeler, Nichols & Co.	780, ⁰⁰⁰ .
E. D. Fillmore	740, two-horse vehicle.
Calvin Scripture	643, ⁰⁰⁰ .
William Dana	390, ⁰⁰⁰ .
Charles Simons	345.

ROUTE No. 11154.

From McGregor to St. Charles City, 87 miles, and back, once a week.

Bids for service only between Fort Atkinson and St. Charles City, (40 miles,) invited.

Bidders' names.	Sum per annum.
Martin O. Walker	\$1,440, ⁰⁰⁰ , <i>pro rata</i> , to commence at Postville or Fort Atkinson.
Leverett Averill	1,090.
Calvin Scripture	980, ⁰⁰⁰ .
Asa C. Call	783.
	400, commence at Fort Atkinson.
Charles H. Barnes	780, ⁰⁰⁰ .
Francis B. Criner	600, commence at Fort Atkinson.
Wheeler, Nichols & Co.	560, ⁰⁰⁰ , commence at Fort Atkinson.
Calvin Scripture	480, ⁰⁰⁰ , commence at Fort Atkinson.

ROUTE No. 11155.

From McGregor to Decorrah, 40 miles, and back, three times a week. Bids for six times a week invited.

Bidders' names.	Sum per annum.
Isaac L. Hinds	\$2,190, ⁰⁰⁰ .
	4,000, ⁰⁰⁰ , six times a week.
Simeon G. Rathbun	1,890.
	2,990, six times a week.
Daniel Wheeler	1,886, ⁰⁰⁰ , six times a week.
Wheeler, Nichols & Co.	1,745, ⁰⁰⁰ , six times a week.
Joseph Collins	1,650.
Wm. J. Sizer & A. N. Maltbee ..	1,550, two-horse hack.
David P. Dennis	1,300.
Calvin Scripture	1,183, ⁰⁰⁰ , six times a week.
Leverett Averill	1,150.
Jeremiah Prescott	1,150, ⁰⁰⁰ , two-horse coach.
Wheeler, Nichols & Co.	943, ⁰⁰⁰ .
Daniel Wheeler	943, ⁰⁰⁰ .
Martin O. Walker	940, ⁰⁰⁰ .
	1,640, ⁰⁰⁰ , six times a week.
Davis & Moore	760, ⁰⁰⁰ .
	1,445, ⁰⁰⁰ , six times a week.
Calvin Scripture	743, ⁰⁰⁰ . Accepted June 7, 1859.

Contract made with Calvin Scripture, dated June 7, 1859, at \$743 per annum.

Leave McGregor Tuesday, Thursday, and Saturday, at 8 a. m.; arrive at Decorrah by 8 p. m.

Leave Decorrah Monday, Wednesday, and Friday, at 8 a. m.; arrive at McGregor by 8 p. m.

ROUTE No. 11156.

From McGregor to Owatonna, 160 miles, and back, once a week.

Bids for three times a week service invited; bids invited to run, after passing Carimona, by High Forest and Ashland, to Owatonna; also, run between Decorrah and Owatonna, *via* New Oregon, Otranto, Austin, Lansing, Oak Glen, and Aurora; also, to stop route at Austin.

Bidders' names.	Sum per annum.
Isaac L. Hinds.....	\$2,900. 5,000, three times a week. 3,000, <i>via</i> High Forest, &c. 3,000, Decorrah, <i>via</i> New Oregon, &c. 2,500, McGregor to Austin.
Martin O. Walker.....	1,940, ***. 5,000, *** , three times a week, either route.
S. C. Williamson.....	1,794, two-horse carriage. 1,694, two-horse carriage, <i>via</i> New Oregon, &c.

ROUTE No. 11157.

From Magnolia to Correctionville, 78 miles, and back, once a week.

Bidders' names.	Sum per annum.
W. F. Walker.....	\$1,874.
S. T. Seaming & G. C. Barnum..	1,800, **,.
William C. Ellis.....	1,250.
Benjamin Mace.....	1,221.
C. L. Carpenter.....	1,150, ***.
J. H. Rice.....	1,090, ***.
Addison Oliver.....	985, two-horse coach, when necessary.
D. E. Brainard.....	975,
William F. Lockwood.....	900,
John A. Wilson.....	890, ***.
Nathaniel McKinney.....	850, ***.
Isaac Parrish.....	662.
William W. Marsh.....	575, ***.

ROUTE No. 11158.

From Marengo to Vinton, 46 miles, and back, once a week. Bids to commence route at Redman (20 miles) invited. Bids also invited to run, *via* Lee's Grove and Geneva, to Vinton, (33 miles;) also for two trips a week.

Bidders' names.	Sum per annum.
H. A. Williamson.....	\$1,657 00, *** , twice a week, two-horse hack. 1,261 00, *** , twice a week, two-horse hack, <i>via</i> Lee's Grove. 792 00, *** , twice a week, two-horse hack, Redman to Vinton. 522 00, *** , once a week, two-horse hack, Redman to Vinton.
William F. Pickerell.....	500 00.
A. P. Aylworth.....	450 40, ***.
William F. Pickerell.....	860 00, *** , twice a week. 400 00, <i>via</i> Lee's Grove, &c.
(After time.)	
Amos Rogers.....	300 00. 600 00, twice a week, Redman to Vinton. (Received June 6, 1859.)
Benjamin Twogood.....	325 00, two-horse coach, Redman to Vinton. 650 00, two-horse coach twice a week. (Received July 8, 1859.)

ROUTE No. 11159.

From Marietta to Carrollton, 113 miles, and back, once a week.

Bidders' names.	Sum per annum.
D. S. Couch	\$2,161.
Henry Basterdes	1,528, 000.
William Gilley and T. T. Morris ..	1,495.
Thad. L. Ford	1,396.
Calvin Scripture	1,243, 000.
Alexander Curd	995, 000.

ROUTE No. 11160.

From Marietta to Decatur, 175 miles, and back, once a week.

Bidders' names.	Sum per annum.
D. S. Couch	\$2,948.
G. W. Mason and Jas. E. Dawley ..	2,500, schedule proposed.

ROUTE No. 11161.

From Marietta to Mason City, 80 miles, and back, once a week. Bids to commence route at Iowa Falls invited.

Bidders' names.	Sum per annum.
Calvin Scripture	\$983, 000.
Anson C. Owen	499, 000. (Received April 16, 1859.)

ROUTE No. 11162.

From Mason City to Albert Lea, 42 miles, and back, once a week.

Bidders' names.	Sum per annum.
Calvin Scripture	\$733, 000.
Horace Green	700, two-horse coach.
Marlow Crowell	590, 000.
Francis Hull	572.
J. T. H. Ambrose	499, four-wheel conveyance.
Haskell Skinner	470, 000.
John C. Lacey	460, 000.
James Carroll	425.
(After time.)	
Henry T. Sefton	625, two-horse conveyance. (Rec'd April 16, 1859.)
John G. Korte	450, two-horse hack. (Received April 20, 1859.)

ROUTE No. 11163.

From Mitchell to Mason City, 26 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph H. Burns	\$449, 000.
William W. Marsh	439, 000.
S. Taylor	390.
C. Scripture	345, 000.
John G. Korte	315, two-horse hack.
A. B. Yates	250, one-horse coach.
Henry O. Talmage	240.
Henry T. Sefton, (after time)	240, 000. (Received April 16, 1859)
	200, 000, change schedule. (Rec'd April 16, 1859)

ROUTE No. 11164.

From Monticello to Paris, 24 miles, and back, once a week.

Bidders' names.	Sum per annum.
S. H. Peaslee	\$500.
M. M. Moulton	350.
Calvin Scripture	315, 000.
George W. Curtis	300.
William Tibbetts	249.
A. H. Marvin	238.
Daniel Varrell	312.

ROUTE No. 11165.

From Mount Vernon to Clark's Ford, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
S. H. Peaslee	\$800.
David Thomas	400.
John Kemp	250.
David Ilgenfritz	190.
John Spangler	140.

ROUTE No. 11166.

From New Jefferson to Sac City, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
David S. Hamilton	\$750.
Joseph M. Miller	653.
Joseph Coombs	550.
Lewis Wright and John E. Wright	450.
Willis Wright and Silas Wright	400.

ROUTE No. 11167.

From Onawa to Spirit Lake, 110 miles, and back, once a week.

Bidders' names.	Sum per annum.
John C. Ulam	\$3,000. No guaranty.
L. H. Barnes	1,975.
Joseph M. Miller	1,517.
Alfred D. Arthur & Olando C. Howe	1,200.
William Reid	1,140, 000.
Geo. E. Spencer	1,119, 000.
S. Morgan	1,050.
Wm. F. Lockwood	1,000.

ROUTE No. 11168.

From Osage to Mason City, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hiram Somerly	\$650, 000, including Mitchell, after Osage.
Harlow Crowell	450, 000.
F. Hess	400, 000.
Hascall Skinner	400, 000.
S. Saylor	390, 000.
Hiram Somerly	375, 000.
Jno. R. Hooper	350, 000.
Calvin Scripture	315, 000.
John G. Korte	300, two-horse hack.
Alonzo B. Yates	250, one-horse coach.
Henry O. Talmage	240, one-horse conveyance.

ROUTE No. 11169.

From Ossian to Foreston, 56 miles, and back, once a week.
Bids to omit New Oregon and Vernon Springs invited.

Bidders' names.	Sum per annum.
Wheeler, Nicholls & Co.....	\$795, 000.
Calvin Scripture.....	733, 000.
Wm. Albright	500.
	375, omit New Oregon, &c.
Ben. Gardner	400, omit New Oregon, &c.

ROUTE No. 11170.

From Ottumwa to Albia, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Calvin Scripture	\$380, 000.
John Potter.....	349.
Samuel Randall	335.

ROUTE No. 11171.

From Prairie du Chien to Frankville, 30 miles, and back, once a week.
Bids to commence route at Ion invited.

Bidders' names.	Sum per annum.
Calvin Scripture.....	\$413, 000.
Wm. R. Clark	350.
Calvin Scripture.....	270.

ROUTE No. 11172.

From Quincy to Bedford, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. Keaton & Co	\$810 00, 000.
John Vanhouton	500 00.
Douglas Dale	400 00.
Jeptha Jones.....	217 50.

ROUTE No. 11173.

From Rockford to Rock Grove City, 7 miles, and back, once a week.

Bidders' names.	Sum per annum.
Daniel V. Ellsworth	\$198.
Calvin Scripture.....	145, 000.
R. N. Mathews	125.
Edmund Cortright.....	75, buggy.
Michael Foothman.....	60.
Charles J. Pixley	50, two-horse carriage.

ROUTE No. 11174.

From Rockford to Shell Rock Ford, 15 miles, and back, once a week.

Bidders' names.	Sum per annum.
Daniel V. Ellsworth	\$258.
R. N. Mathews.....	240.
Calvin Scripture.....	215, ***.
Edmund Cortright.....	150, one-horse carriage.
Chas. J. Pixley	145, two-horse carriage.
John G. Korte.....	100, two-horse hack.

ROUTE No. 11175.

From Sac City to Mankato, Minnesota, 100 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wheeler, Nicholls & Co -----	\$4,000, 000.
Isaac L. Hinds -----	2,500, 000, distance 150 miles.
L. H. Barnes -----	2,125.
Geo. E. Spencer -----	1,888, 000.
A. D. Arthur & O. C. Howe -----	1,800.
Jesse M. Miller -----	1,790.
Asa C. Call -----	1,500.
Jos. M. Babcock -----	1,290.
Wm. Reid -----	1,050, ***.
(After time.)	
S. L. Watt, (from July 1, 1860.)-	1,000, 000. (Received December 6, 1859.)
A. J. Leech, (from July 1, 1860.)-	1,050. (Received February 29, 1860.)

ROUTE No. 11176.

From St. Charles City to Algona, 100 miles, and back, once a week.

Bidders' names.	Sum per annum.
Asa Battles -----	\$2,000, 000.
Leverett Averill -----	1,525.
David Crane -----	1,450.
Calvin Scripture -----	1,280, 000.
Leonard G. Buck -----	900, two-horse coach.
Asa C. Call -----	685.
	790, supply Elk Grove and Forest City in lieu of 10100.
Charles H. Day -----	680.
(After time.)	
Henry T. Sefton -----	1,250, two-horse conveyance. (Received April 16, 1859.)
	975, two-horse conveyance, schedule changed. (Received April 16, 1859.)

ROUTE No. 11177.

From St. Charles to Moulton City, — miles, and back, once a week.

Bidders requested to state the distance and give the days and hours of departures and arrivals.

Bidders' names.	Sum per annum.
Asa C. Call -----	\$1,840, 000, includes Elk Grove, Forest City, Spirit Lake, and county seat of Oceola county; supersedes 11098, 11095, 11110, 11176.
Geo. E. Spencer -----	1,574, 000, 145 miles.

ROUTE No. 11178.

From Sioux City to Spirit Lake, 74 miles, and back, once a week.

Bidders' names.	Sum per annum.
John C. Ulam -----	\$2,500. No guaranty.
Asa Battles -----	2,000, 000.
L. H. Barnes -----	1,850.
J. M. Miller -----	1,395.
Wm. F. Lockwood -----	1,000.
A. D. Arthur and O. C. House -----	980.
Geo. E. Spencer -----	944, 000.
C. H. Snow -----	899.
Jas. W. Babcock -----	797.
Wm. Reid -----	775, 000.
Wm. W. Marsh -----	748, 000.
Asa C. Call -----	740.

ROUTE No. 11179.

From Sioux City to Covington, Nebraska, $\frac{1}{2}$ mile, and back, once a week.
Bids for more frequent service invited.

Bidders' names.	Sum per annum.
William F. Lockwood-----	\$60. 180, three times a week.
William W. Marsh-----	45, 000. No certificate.

ROUTE No. 11180.

From Tipton to Cascade, 40 miles, and back, once a week.
Bids to commence route at Walnut Fork and end at Monticello invited.

Bidders' names.	Sum per annum.
S. H. Peaslee-----	\$1,300.
Patterson Flemming-----	720. 360, as invited.
Calvin Scripture-----	645, 000.
Edmund B. Simmons-----	546.
W. W. Aldrick-----	416, from Walnut Fork <i>pro rata</i> .
Joseph Walters-----	363.
L. D. Cleghorn-----	350.
Calvin Scripture-----	313, 000, as invited.

ROUTE No. 11181.

From Toledo to Decatur, 200 miles, and back, once a week.
Bids to omit Cook's Landing invited. Bids for two and also three trips a week invited.

Bidders' names.	Sum per annum.
Henry A. Williamson and James H. Van Horn-----	\$9,125, 000, two-horse hack, three times a week. 9,025, 000, two-horse hack, three times a week. 6,393, 000, two-horse hack, twice a week. 6,343, 000, two-horse hack, twice a week, omit Cook's Ferry. 3,650, 000, two-horse hack. 3,611, 000, two-horse hack, omit Cook's Ferry.
Silas C. Leaming and Guy C. Bar- num-----	9,000, 000, omit Cook's Ferry.
Joshua W. Ellis and Henry C. Lamb-----	5,649. 9,300, twice a week. 12,500, three times a week. No certificate.
Leverett Averill-----	3,500. 3,450, omit Cook's Ferry.
Asa Battles-----	3,000, 000.

ROUTE No. 11182.

From Webster City to Mankato, 112 miles, and back, once a week.

Bidders' names.	Sum per annum.
Isaac L. Hinds-----	\$2,490, 000.
Geo. E. Spencer-----	2,384, 000.
Alf. D. Arthur-----	2,300.
Leverett Averill-----	1,875.
William Reid-----	1,200, 000.
Asa C. Call-----	1,080.
F. R. Mason-----	990, 000.

ROUTE No. 11183.

From Webster City to Spirit Lake, 90 miles, and back, once a week.

Bidders' names.	Sum per annum.
Asa Battles	\$1,800, 000.
Elisha Laken	1,500.
H. E. W. Smeltzer	1,393.
Calvin Scripture	1,183, 000.
William Reid	950, 000.
Asa C. Call	945.
Geo. E. Spencer	894, 000.
Alf. D. Arthur	800.

ROUTE No. 11184.

From Webster City to Hopewell, 19 miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. W. Marsh	\$294, 000.
Calvin Scripture	283, 000.

ROUTE No. 11185.

From Webster City to Mankato, Minnesota, — miles, and back, once a week.

Bidders to state the distance and give a proper schedule of departures and arrivals.

Bidders' names.	Sum per annum.
Isaac L. Hinds	\$2,500, once a week.
Geo. W. Spencer	2,379, 000.
Alf. D. Arthur	2,300.
Leverett Averill	1,850.
Chas. H. Day	1,790, two-horse carriage.
William Reid	1,350, 000.

ROUTE No. 11186.

From West Liberty to Port Allen, 20 miles, and back, once a week. Bids for the performance of the trip to Port Allen and back in one day invited.

Bidders' names.	Sum per annum.
James E. McElroy	\$600.
	800, as invited.
William E. Vore	175. No certificate.
S. W. Sedgewick	170.
Ward Blake	150, 000, as invited.
George W. Emerson, (after time) ..	139, schedule proposed. (Received April 22, 1859)

ROUTE No. 11187.

From West Union to Waverly, 48 miles, and back, once a week.

Bidders' names.	Sum per annum.
Asa Battles	\$1,096, 000.
J. N. B. Elliott	800.
Charles Riley	700.
Calvin Scripture	683, 000.
Martin O. Walker	640, 000.
John Mitchell	495, 000.
(After time)	
Patrick Connell	500. (Received April 7, 1859)
Patrick Griffin	448. (Received April 7, 1859.)

ROUTE No. 11188.

From Wilton Junction to Lowden Station, 30 miles, and back, three times a week. Bids for six trips a week invited.

Bidders' names.	Sum per annum.
James E. McElroy	\$2,500, 000.
	5,000, 000, six times a week.
H. A. Williamson & J. H. Van Horn	2,496, 000, two-horse coach, six times a week.
Isaac L. Hinds	1,900, 000.
	2,900, 000, six times a week.
Williamson & Van Horn	1,248, 000, two-horse hack.
Leverett Averill	1,000.
Henry Bastudes	796, 000.
E. Pasmore	990, 000, six times a week.
W. W. Aldrick	650.
	1,200, six times a week.
	800.
R. Swartslender & J. Walters ---	1,200, six times a week.
P. Flemming	624.
	1,200, six times a week.
E. Pasmore	575, 000.
Charles S. Curtis	450, two-horse hack. <i>Accepted May 12, 1859.</i>
	650, two-horse hack.

Contract made with Charles S. Curtis, dated May 12, 1859, at \$450 per annum, with privilege of ordering six times a week service at his bid of \$650.

October 21, 1859, service curtailed to end at Onion Grove, saving 4 miles and \$60 per annum.

ROUTE No. 11189.

From Wiscotta to Fonteville, 30 miles, and back, once a week. Bids to end at Greenfield invited.

Bidders' names.	Sum per annum.
Eri H. Mallory	\$572.
James C. Gibbs	400.
	350, omit Greenfield.
Eri H. Mallory	312, as invited.
Isaac Willetts	305.
Abram Rutt	275.
	300, as invited.
William W. Marsh	445, 000.
M. J. Marshall	250.
George M. Holladay	200.
C. Marshall	200.
George M. Holladay	150, as invited.

MISSOURI.

From July 1, 1859, to June 30, 1862.

ROUTE No. 10700.

From Allendale to Marysville, 46 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas Crew	\$1,500, 000.
Hilsabick & Morrison	600.
E. C. Murray & W. L. Gatewood ..	473.
James X. Gibson	448.
John R. Clark	387.

ROUTE No. 10701.

From Appleton to Cape Girardeau, 32 miles, and back, once a week.

Bidder's name.	Sum per annum.
William N. Wilson	\$295.

ROUTE No. 10702.

From Bethany to Nine Eagles, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
S. C. Allen	\$499.
J. P. Devers	450.
E. C. Murray & Wm. L. Gate- wood	373.
Thomas Starkey	365.
J. G. Tucker	350.
James A. Hagan	350.
Charles Herrick	416, two-horse hack.

ROUTE No. 10703.

From Boliver to Marshfield, 45 miles, and back, once a week. Bids for two trips a week invited.

Bidders' names.	Sum per annum.
William P. Moore	\$373 94.
	747 06, twice a week.
E. C. Murray & W. L. Gatewood .	473 00.
John Monday	800 00.
	1,200 00, twice a week.
Wm. Ward & Chas. Bleckley---	490 00, 000 .

ROUTE No. 10704.

From Bowling Green to Spencersburg, 22 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Bennett	\$286.
Henley Roberts	275.
John S. Smith	219.
Jesse A. Bennett	208.
Benjamin S. Winn	193, 000 .

ROUTE No. 10705.

From Buffalo to Marshfield, 25 miles, and back, once a week. Bids to commence at St. Luke invited.

Bidders' names.	Sum per annum.
Edward C. Murray & William L. Gatewood	\$293.
Peter Humphrey	210.
John Monday	550.

ROUTE No. 10706.

From Butler to Moneka, Kansas Territory, 25 miles, and back, once a week. Bids to extend route *via* Hyatt, Hampton, and Attumwa, to end at Emporia, K. T., invited. Bids for three trips a week invited.

Bidders' names.	Sum per annum.
Edward C. Murray & Wm. L. Gate wood -----	\$297.
John Yelton -----	425.
	1,560, as invited.
	4,500, as invited, three times a week.
Geo. E. Denison -----	1,000, two-horse hack, three times a week.
Eli Bradley -----	1,000, two-horse hack, three times a week.
B. F. Pease -----	1,397, as invited.
	3,500, three times a week.

ROUTE No. 10707.

From Canton to St. Joseph, 252 miles, and back, once a week. Bids for more frequent service and by a shorter schedule invited; also to commence route at Keokuk instead of Canton.

Bidders' names.	Sum per annum.
William Eagan -----	\$15,000, two-horse coach, three times a week.
	12,000, two-horse coach, twice a week.
	12,000, two-horse coach, three times a week.
	10,000, two-horse coach, twice a week.
	8,000, two-horse coach.
M. W. Cunningham -----	5,000, Keokuk to Albany.
Ed C. Murray & Wm. L. Gate-wood -----	2,493.
James F. Forman -----	1,875.

ROUTE No. 10708.

From Carrollton to Plattsburg, 70 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Hudgins -----	\$285.
E. C. Murray & Wm. L. Gate-wood -----	693.
Samuel Turner -----	624.
	1,200, three times a week.
Gabriel G. Brown, (after time) .	825. (Received April 9, 1859.)

ROUTE No. 10709.

From Charleston to James's Bayou, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
James M. Patterson -----	\$1,500, 000.
Leander S. Stiers -----	400.
Wm. G. Cooley -----	300.
Jas. B. S. Hayes -----	265.
	217. No guaranty.

ROUTE No. 10710.

From Chester to Fredericktown, 48 miles, and back, once a week.

Bidder's name.	Sum per annum.
Ephraim Potter -----	\$417.

ROUTE No. 10711.

From Douglas to West Plains, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
D. C. Armstrong -----	\$500.
E. Caughran -----	450.
Josiah Howell -----	249.

ROUTE No. 10712.

From Easton to Des Moines, Iowa, — miles, and back, once a week.

Bidders will state the distance and furnish schedule of departures and arrivals.

(No bids.)

ROUTE No. 10713.

From Elk Mills to Grand Saline, 51 miles, and back, once a week.

Bidders' names.	Sum per annum.
Lewis Ross	\$700.
John S. Smith	375.
Rob't M. Hall	360.
M. R. Ware	333.

ROUTE No. 10714.

From Fayette to Sturgeon, 26 miles, and back, once a week.

Bids for three and also for six trips a week invited ; also to end route at Renick instead of Sturgeon.

Bidders' names.	Sum per annum.
Andrew Stewart	\$350.
	1,995, two-horse hack, end at Renick.
Jesse Arnot & A. Arnot	1,840, four-horse hack, six times a week.
Preston Roberts	494.
	990, ^{ooo} , three times a week, end at Renick.
	1,794, ^{ooo} , six times a week, end at Renick.
John Duncan	1,600, six times a week, end at Randolph.
	800, three times a week, end at Randolph. <i>Accepted</i>
	<i>May 12, 1859.</i>
	800, three times a week. } Dupli-
	1,600, six times a week, end at Randolph. } cate.
Edward C. Murray & Wm. L. Gatewood	247.

Contract made with John Duncan, dated May 12, 1859, at \$800 per annum.

Leave Fayette Monday, Wednesday, and Friday, at 7 a. m.; arrive at Randolph by 3 p. m.

Leave Randolph Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Fayette by 3 p. m.

ROUTE No. 10715.

From Fillmore to Clarinda, 64 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jeremiah Burns	\$1,700.
A. Keaton & Co	1,600, ^{ooo} .
Hugh Berry	1,400.
Allen Crook	1,099.
S. H. B. Cundiff	1,040.
D. David & G. W. Kelly	960, ^{ooo} .
Kendrick McDowell	750.
Thomas J. McQuiddy	700.
Murray & Gatewood	655.
Joseph Cramer	495, schedule proposed.

ROUTE No. 10716.

From Florida to Mexico, 25 miles, and back, once a week.

Bids for two trips a week invited.

Bidder's name.	Sum per annum.
Murray & Gatewood	\$247.

ROUTE No. 10717.

From Fredericktown to Perryville, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph C. Killian -----	\$550.
Edward C. Murray & Wm. L. Gatewood -----	297.
Ephram Potter -----	228.
(After time.)	
Garet Tedwell -----	250. No guaranty. (Received May 10, 1859.)
Jos. R. Walker -----	350. (Received May 10, 1859.)

ROUTE No. 10718.

From Fredericktown to Ironton, 22 miles, and back, once a week.

Bids for two and also three trips a week, by a shorter schedule, invited.

Bidders' names.	Sum per annum.
H. N. Tong & D. H. Kenney ----	\$497, three times a week, two-horse hack.
	397, twice a week, two-horse hack.
T. E. Roussin -----	390, three times a week.
Preston Roberts -----	324.
	649, two-horse coach, twice a week; schedule proposed.
	849, two-horse coach, three times a week.
Theodore E. Roussin -----	300, two-horse coach, three times a week.
	296.
	250, twice a week; schedule proposed.
Andrew Stewart -----	244.
	844, three times a week, two-horse hack.
H. N. Tong & D. H. Kenney ----	197.
Theodore E. Roussin -----	182.
	156, two-horse carriage.

ROUTE No. 10719.

From Fremont to Lamar, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
Edward C. Murray & Wm. L. Gatewood -----	\$373.
Asa H. Kennedy -----	312.
Joseph Allen -----	244.
Thomas Smith, (after time)---	375. (Received April 11, 1859.)

ROUTE No. 10720.

From Greenfield to Fort Scott, 66 miles, and back, once a week.

Bidders' names.	Sum per annum.
George A. Hinsdale -----	\$675.
E. A. Murray & W. L. Gatewood	647.
M. H. Allison -----	496.

ROUTE No. 10721.

From Greenfield to Carthage, 35 miles, and back, once a week. Bids for three trips a week invited.

Bidders' names.	Sum per annum.
William H. Allison -----	\$494.
E. C. Murray & W. L. Gatewood	343.
William H. Allison -----	224.
A. J. Burden, (after time) -----	400. (Received April 13, 1859.)
	1,200, three times a week.

ROUTE No. 10722.

From Greenwood Valley to Eminence, 65 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. C. Murray & W. L. Gatewood.	\$642.
<i>(After time.)</i>	
D. W. Shaver.....	700. (Received May 9, 1859.)
A. R. McFadden.....	580. (Received May 2, 1859.)

ROUTE No. 10723.

From Hartsville to Ozark, — miles, and back, once a week.

Bidders will state distance and furnish schedule of arrivals and departures.

Bidders' names.	Sum per annum.
John W. Caughran.....	\$395, schedule proposed.
Joshua Garner.....	356.
John Nickle.....	350.

ROUTE No. 10724.

From Hartsville to Red Bud, — miles, and back, once a week. Bidders to state distance and propose a schedule.

Bidder's name.	Sum per annum.
John B. Caughran.....	\$230, schedule proposed.
H. H. Lea.....	224, (26 miles, schedule proposed.)

ROUTE No. 10725.

From Herman to Pay Down, 45 miles, and back, once a week. Bids for two trips a week invited.

Bidders' names.	Sum per annum.
Christian Fleisch.....	\$400.
William H. Travis.....	350.
	500, twice a week.
Thomas Meyer, (after time)....	350. (Received June 4, 1859.)

ROUTE No. 10726.

From High Hill to Ashley, 34 miles, and back, once a week. Bids for two trips a week invited.

Bidders' names.	Sum per annum.
Jesse Watkins.....	\$375.
	700, twice a week.
E. C. Murray & Wm. L. Gatewood	343.
B. Riggs.....	246.
	475, twice a week.

ROUTE No. 10727.

From Houston to West Plains, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. C. Murray & W. L. Gatewood.	\$493.
DeWitt C. Armstrong.....	450.
John W. Caughran.....	450.
P. Miller.....	300.
Josiah Howell.....	299.
William Cabbie.....	295.
John Roberts.....	250.

ROUTE No. 10728.

From Independence to Ft. Scott, 103 miles, and back, once a week. Bids for two and also for three trips a week invited.

Bidders' names.	Sum per annum.
Younger & Overstreet.....	\$2,794, three times a week, two-horse coach.
James E. Jones.....	2,445, twice a week.
Roberts & Tallman.....	2,400.
Edward A. Smith.....	1,950.
Preston Roberts.....	1,940.
	2,400, ^{ooo} , twice a week.
	4,644, ^{ooo} , three times a week.
James Moore.....	1,535.
	2,300, two-horse hack, twice a week.
	3,395, three times a week.
Andrew Stewart.....	1,500.
	5,200, three times a week, two-horse coach, and four when necessary.
John Yelton.....	1,300.
	2,500, twice a week
	3,900, three times a week.
	4,500, two-horse hack, ^{ooo} .
George A. Hinsdale.....	975.

ROUTE No. 10729.

From La Grange to Quincy, Illinois, 11 miles, and back, once a week. Bids for two and also three trips a week invited.

Bidders' names.	Sum per annum.
Solomon Atkinson.....	\$600, twice a week.
	800, three times a week.
John T. B. Anderson.....	580, three times a week, two-horse coach.
Hiram Bogle.....	275.
	460, twice a week.
	550, three times a week.
Josiah T. Bradford.....	200.
	400, twice a week.
	550, three times a week, two-horse coach.

ROUTE No 10730.

From Lebanon to Hartsville, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. C. Murray & W. L. Gatewood.....	\$393 00.
John W. Caughran.....	300 00.
Samuel R. Rorer.....	259 50.
H. H. Lea.....	274 00.

ROUTE No. 10731.

From Liberty to Gallatin, — miles, and back, once a week. Bidders to state distance and give a schedule of departures and arrivals.

Bidder's name.	Sum per annum.
James A. Griffith.....	\$800. (Received May 9, 1859.) Distance, 60 miles.

ROUTE No. 10732.

From Little Piney to Dent C. H., 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
William J. Hawkins -----	\$350.
Edward C. Murray & William L. Gatewood -----	393.
Green B. Hance -----	400.

ROUTE No. 10733

From Lowell to Rockport, 12 miles, and back, once a week. Bids for two and also three trips a week invited.

Bidders' names.	Sum per annum.
Alderson Keaton & Jabez Robin- son -----	\$600, ○○○.
Farlow S. Moore & Wm. H. Dun- bar -----	200, ○○○. 400, ○○○, twice a week. 600, ○○○, three times a week.
B. B. Frazer -----	588, three time a week.
Francis M. Thompson -----	550.
Richard Waits -----	195. 350, three times a week. 500, daily.
Daniel David -----	198. 360, twice a week. 474, three times a week.
F. M. Thompson -----	380, twice a week. 195.

ROUTE No. 10734.

From Mason City to Bloomfield, Iowa, 85 miles, and back, once a week. Bids for three and also six trips a week invited.

Bidders' names.	Sum per annum.
Andrew Stewart -----	\$1,100. 4,300, three times a week, two-horse coach, and four when necessary. 8,600, six times a week, two-horse coach, and four when necessary.
Jesse & Andrew Arnot -----	7,990, six times a week, four-horse coach. 5,390, three times a week, four-horse coach.
William Eagan -----	4,000, six times a week, four-horse coach. 2,500, three times a week, four-horse coach. 1,800, three times a week, two-horse coach. 950, two horse coach.
Charles Martin -----	2,500, ***, three times a week, two-horse coach. 1,500, ○○○, two-horse coach.
F. D. Lloyd -----	2,496, three times a week, four-horse coach.
J. P. Orr & Wm. Hargrove -----	1,994, three times a week, two-horse coach. 850, two-horse coach.
F. D. Lloyd -----	1,860, ○○○, three times a week, two-horse coach.
E. C. Murray & W. L. Gatewood -----	795.

ROUTE No. 10735.

From Marshfield to St. Luke, 8 miles and back, once a week.

Bidders' names.	Sum per annum.
John W. Caughran -----	\$190.
John Monday -----	104.

ROUTE No. 10736.

From Marshfield to Hartsville, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Monday	\$540 00.
John A. Caughran	237 50.
H. H. Lea	235 00.
Geo. R. Ward	200 00.

ROUTE No. 10737.

From Marshall to Knobnoster, 36 miles, and back, once a week. Bids to commence at Brownsville invited. Bids for two trips a week invited.

Bidder's name.	Sum per annum.
Andrew J. Holmes.....	\$475, twice a week.

ROUTE No. 10738.

From Marysville to Bedford, Iowa, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas Crew	\$1,000, 000.
A. Keaton & J. Robinson.....	825, 000.
William Blackman.....	800, 000.
Benjamin B. Frazer.....	698.
M. F. Gerard.....	449, 000.
Douglas Dale	400, two-horse hack.
Edward C. Murray & William L. Gatewood	325.

ROUTE No. 10739.

From Memphis to Savannah, Iowa, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
John J. White.....	\$448, two-horse hack.
Edward C. Murray & William L. Gatewood.....	325.
John C. Paxson	290, 000.

ROUTE No. 10740.

From Missouri City to Stewartsville, 47 miles, and back, once a week. Bids for three trips a week invited.

Bidders' names.	Sum per annum.
Henry Coleman.....	\$2,100. 3,800, three times a week, two-horse coach or light wagon.
A. Keaton and J. Robinson	1,200, 000.
Preston Roberts	940.
	2,894, 000, three times a week.
T. N. Cravens	700.
Daniel Saunders	676.
Abner Lee	560.
Jesse and Andrew Arnot.....	4,000, 000, three times a week.
Benjamin S. Winn	493.
James C. Clark.....	425.
	1,150, three times a week.
Manford Lancaster	400.
W. Word and C. Bleckly	596, 000.
James A. Griffith, (after time)...	764, or \$2,100 three times a week. 675. (Received April 14, 1859.)
	1,900, three times a week.

ROUTE No. 10741.

From Missouri City to Cameron, 38 miles, and back, once a week. Bids for three trips a week, by schedule to be proposed, invited.

Bidders' names.	Sum per annum.
Jesse and Andrew Arnot	\$3,000, three times a week.
Henry Coleman	1,975.
	3,700, three times a week, two-horse coach or light wagon.
James C. Clark	550.
	1,350, three times a week.
A. Keaton & Co.	1,000, 000 .
Thomas N. Cravens	600.
Benjamin S. Winn	397.

(After time.)

Jas. H. Long and J. W. Hawkins.	650. (Received April 20, 1859.)
	1,500, three times a week.

ROUTE No. 10742.

From Missouri City to Bethany, 93 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joshua De Hart	\$2,000.
Thomas N. Cravens	1,460.
Benjamin S. Winn	943.
John G. Tucker	810.
Martin D. Hines	800, 000 , commence at Cameron.
	450, commence at Cameron.
Jesse L. Price, (after time)	1,295.
	3,137, three times a week. (Received April 20, 1859.)

ROUTE No. 10743.

From Monroe City to Mexico, 37 miles, and back, once a week.

Bidders' names.	Sum per annum.
Edward C. Murray and William L. Gatewood	\$363.
Caleb G. Allen	364.

ROUTE No. 10744.

From Neosho to Grand Saline, 93 miles, and back, once a week.

Bidders' names.	Sum per annum.
Lewis Ross	\$1,500.
M. R. Johnson	793.
John L. French and John Gibson.	790.

ROUTE No. 10745.

From Nevada to Papinsville, 23 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Yelton	\$550.
John Skelton	350. (Received July 5, 1859.)

ROUTE No. 10746.

From Oregon to Marysville, 35 miles, and back, once a week. Bids for two trips a week invited.

Bidders' names.	Sum per annum.
Forbes & Blakely	\$497, twice a week.
Isaac Fillmore	325.
William M. White	1,450, three times a week.
	500.

Bidders' names.	Sum per annum.
William M. White.....	\$550.
	1,500, three times a week.
Isaac Fillmore.....	640, twice a week.
E. C. Murray and W. L. Gatewood	365.
Thomas Crew.....	2,000, twice a week, ^{ooo} .
	1,500, ^{ooo} .
Keaton & Robinson.....	1,000, ^{ooo} .
Benjamin B. Frazer.....	695, two-horse coach.
	995.
Daniel David.....	398.
	630, twice a week.

ROUTE No. 10747.

From Oregon to White Cloud, 10 miles, and back, once a week. Bids for three trips a week invited.

Bidders' names.	Sum per annum.
Alfred B. Mullins.....	\$140.
	300, three times a week.
	500, six times a week, two-horse hack or wagon.
Forbes & Blakely.....	473, three times a week.
Isaac Fillmore.....	340, three times a week.
	114, three times a week.
Murray & Gatewood.....	793.

ROUTE No. 10748.

From Osage City to Vienna, 41 miles, and back, once a week.

Bids for two trips a week invited. Bids for twice and also three times a week service, between Jefferson City and Castle Rock, invited in lieu of above route.

Bidders' names.	Sum per annum.
George Murray.....	\$500, three times a week, between Jefferson City and Castle Rock.
	800, twice a week.
	500, three times a week, between Jefferson City and Castle Rock.
John Price, (after time).....	250, three times a week. (Received May 31, 1859.)

ROUTE No. 10749.

From Palmyra to Kirksville, 80 miles, and back, once a week.

Bids to commence route at West Springfield or Newark invited.

Bidders' names.	Sum per annum.
John T. B. Anderson.....	\$1,680, two-horse hack.
Murray & Gatewood.....	793.
John T. B. Anderson.....	985.

ROUTE No. 10750.

From Parkville to Plattsburg, 36 miles, and back, once a week.

Bidders' names.	Sum per annum.
Geo. F. Killam.....	\$1,500, covered carriages.
Andrew Keaton and Jabez Robinson.....	950, ^{ooo} .
Edward C. Murray and William L. Gatewood.....	373.

ROUTE No. 10751.

From Parkville to Stewartsville, 50 miles, and back, once a week.

Bids to commence route at Quindaro, (Kansas Territory,) invited; also for three trips a week service.

Bidders' names.	Sum per annum.
Geo. F. Killam.....	\$3,800, covered carriage, commence at Quindaro.
A. Keaton and J. Robinson.....	1,600, ^{ooo} .
James C. Clark.....	535.
	1,370, three times a week.
Daniel Saunders.....	676.
Abner Lee.....	560.
Edward C. Murray and William L. Gatewood.....	493.
William Wood and Chas. Bleckly.	620, ^{ooo} .
	620, ^{ooo} . Duplicate.

ROUTE No. 10752.

From Parkville to Burlington, Iowa, 230 miles, and back, once a week.

Bidders' names.	Sum per annum.
Elvira L. Fish.....	\$7,800.
Edward C. Murray and William L. Gatewood.....	2,493.
James F. Forman.....	1,974.
	1,800, end at Memphis.

ROUTE No. 10753.

From Parkville to Gallatin, 75 miles, and back, once a week.

Bids to end at Cameron, (49 miles,) omitting Gallatin, invited. Bids for three trips a week and also for six invited.

Bidders' names.	Sum per annum.
Andrew Stewart.....	\$1,000 00.
	700 00, end at Cameron.
	3,984 00, three times a week.
	2,640 00, three times a week, end at Cameron.
	8,240 00, six times a week, two-horse coach, and four when necessary.
	5,390 00, six times a week, end at Cameron.
Samuel Slemmons.....	940 00.
	620 00, end at Cameron.
	3,410 00, three times a week, two-horse coach, and four when necessary.
	2,409 00, three times a week, end at Cameron, same service.
	7,320 00, six times a week, four-horse coach.
	4,824 00, six times a week, four-horse coach, end at Cameron.
Geo. F. Killam.....	5,000 00, six times a week, covered carriages, end at Cameron.
Austin Goodyear.....	3,900 00, six times a week, end at Cameron.
Alderson Keaton and Jabez Rob- inson.....	2,900 ^{ooo} .
Thos. W. R. Brasfield.....	1,989 12, three times a week, end at Cameron. No guaranty.
Austin Goodyear.....	1,950 00, three times a week, end at Cameron.
John M. Baber.....	1,900 00, three times a week, end at Cameron. No guaranty.
Mary Tauber.....	1,500 00, twice a week, three horses.
E. C. Murray and W. L. Gatewood	745

ROUTE No. 10754.

From Pilot Knob to Doniphan, 80 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. C. Murray and W. L. Gatewood	\$743.
James Lindsay	600.
Lemuel Kettrell	590, (?) as to guaranty.
	500, schedule propose. No guaranty.
Hiram N. Tong and D. H. Kenney	573. See proviso.

ROUTE No. 10755.

From Pilot Knob to Houston, 100 miles, and back, once a week. Bidders to state what intermediate offices they propose to supply.

Bidders' names.	Sum per annum.
E. C. Murray & W. L. Gatewood.	\$943, names intermediate offices.
G. J. Carty & C. B. Stough and James P. Carty	900, supply Lesterville and Centreville, and thence to Sutterfield, in Bee Fork of Black river.
John N. Angel	690.
James Roberts	650.
William Cobble	645.
Jesse R. Pratt	550, names intermediate offices.
H. N. Tong & D. H. Kinney	519.

ROUTE No. 10756.

From Platte City to Leavenworth City, (K. T.) 10 miles, and back, once a week. Bids for three and also six trips a week invited

Bidders' names.	Sum per annum.
Elvira L. Fish	\$1,400, three times a week. 2,399, daily.
John Yelton	300. 900, three times a week. 1,800, six times a week, ^{ooo} .
Philander S. Frost	500. 1,500, three times a week, two-horse coach. 1,800, six times a week, two-horse coach.
Alexander Repine	433, ^{ooo} . 713, three times a week. 1,496, six times a week.
Preston Roberts	344. 774, three times a week, ^{ooo} . 1,200, six times a week, ^{ooo} .
Henry W. Peddicord	1,200, six times a week. 600.

ROUTE No. 10757.

From Plattsburg to Atchison, 43 miles, and back, once a week. Bids for six trips a week, between De Kalb and Atchison, invited; also bids to end route at De Kalb, and for two trips a week between Plattsburg and De Kalb.

Bidders' names.	Sum per annum.
Henry Coleman	\$1,820. 675, De Kalb to Atchison, daily. 2,720, Plattsburg to De Kalb, twice a week.
E. S. Alvord	990. 2,100, six times a week, De Kalb to Atchison, coaches. 1,500, six times a week, De Kalb to Atchison, coaches. 2,500, twice a week, on horseback, to De Kalb; six times a week, coaches, residue.
M. W. Hardin	1,500, two-horse coach, commence at De Kalb. 900, six times a week, commence at De Kalb.
Alderson Keaton & Jabez Robin- son	1,375, ^{ooo} .
John P. Thompson	900, ^{ooo} , six times a week, commence at De Kalb.

Bidders' names.	Sum per annum.
Menford & Lancaster.....	\$275.
	550, twice a week, end at De Kalb.
James F. Forman	490.
	975, six times a week, commence at De Kalb.
	675, twice a week, end at De Kalb.

ROUTE No. 10757.

From Pond Creek to Capp's Creek, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
Edward C. Murray and William L. Gatewood.....	\$445.
Grimes A. Spillman, (after time)-	350. (Received April 13, 1859.)

ROUTE No. 10759.

From Princeton to Logsville, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
Alderson Keaton & Jabez Robin- son	\$1,400, 000.
John R. Clark.....	395.
A. S. Meek.....	391.
James Lainhart.....	380.
Marshall W. Cunningham.....	350.
John L. Barnaby.....	349.
John Thompson.....	269.

ROUTE No. 10760.

From Rochester to Fairview, 41 miles, and back, once a week. Bids to commence at Douglas, 13 miles less, invited.

Bidders' names.	Sum per annum.
A. Keaton & J. Robinson.....	\$1,400, 000.
James H. Smith.....	600.
M. J. Couch.....	290, commence at Douglas.
Cornelius Enocks.....	274.
	294, commence at Douglas.
James F. Hall.....	270, commence at Douglas.
Daniel C. Brown.....	240, commence at Douglas.
Floyd P. Baker.....	230.
Perry V. Darnell.....	225, commence at Douglas.
John Coleman.....	220, commence at Douglas.

ROUTE No. 10761.

From Rockport to Lewis, 80 miles, and back, once a week.

Bidders' names.	Sum per annum.
Francis M. Thompson.....	\$1,000.
F. S. Moore & Wm. H. Dunbar..	990, 000.
James N. Brown.....	845.

ROUTE No. 10762.

From Rockport to Mount Vernon, N. T., 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. Keaton & J. Robinson.....	\$700, 000.
Benjamin B. Frazer	550.
F. S. Moore & Wm. M. Dunbar..	330, 000.
Francis M. Thompson	194.
Daniel David	248.

ROUTE No. 10763.

From Savannah to Bedford, Iowa, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. Keaton & J. Robinson	\$1,650, ⁰⁰⁰ .
Wm. Wood & C. Bleckly	790, ⁰⁰⁰ .
Douglas Dale	775.

ROUTE No. 10764.

From Somerset to Princeton, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. Keaton & J. Robinson	\$700, ⁰⁰⁰ .
Thornton Myers	125.
John R. Clark	127.
John R. Barnaby	129, ⁰⁰⁰ .

ROUTE No. 10765.

From Stalville to Centreville, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
Marcellus Cozine	\$494.
Carty & Stough	424.
Wm. A. Butt	400.

ROUTE No. 10766.

From Versailles to Vienna, 90 miles, and back, once a week.

Bidders' names.	Sum per annum.
George Campbell	\$975, ⁰⁰⁰ .
E. C. Murray & W. L. Gatewood ..	885.
Wm. A. Hackney	774.
John G. Spaulding, (after time) ..	1,155. (Received April 9, 1859.)

ROUTE No. 10767.

From Vienna to Tuscumbia, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Edward C. Murray & Wm. L. Gatewood	\$393.
E. W. Golden	312.

ROUTE No. 10768.

From Warrensburg to Independence, 55 miles, and back, once a week. Bids for three and also six trips a week invited.

Bidders' names.	Sum per annum.
Andrew Stewart	\$800. 2,800, three times a week, two-horse hack. 5,000, six times a week, two-horse hack.
Samuel Slemmons	900. 2,480, three times a week, two-horse hack, or four when necessary. 4,790, six times a week, two-horse hack, or four when necessary.
Preston Roberts	844. 2,494, three times a week, ⁰⁰⁰ . 4,494, six times a week, ⁰⁰⁰ .

Bidders' names.	Sum per annum.
Archibald W. Ridings -----	\$540, 000.
	1,640, three times a week, 000.
	3,240, six times a week, 000.
Murray & Gatewood -----	545.

ROUTE No. 10769.

From Warrensburg to Minneola, 100 miles, and back, once a week. Bids to commence at Harrisonville, invited.

Bidders' names.	Sum per annum.
John Yelton -----	\$1,560.
	1,800, two-horse coach.
	1,200, as invited.
	1,500, two-horse coach, as invited.
H. M. Yorrager -----	969, three times a week, two-horse hack; end at Harrisonville.
E. C. Murray & Gatewood -----	993.
Thos. Kendrick & A. S. McDowell.	1,500.
Charles C. Adams -----	1,145, 000.

ROUTE No. 10770.

From Weston to Easton, 31 miles, and back, once a week. Bids for two, three, and six trips a week invited. Bids to run from Weston, *via* New Market and Rock House Prairie, to Easton, in lieu of the above route, also invited.

Bidders' names.	Sum per annum.
George N. Belt -----	\$1,900, three times a week, two-horse coach.
	3,800, six times a week.
Henry Coleman -----	2,100, twice a week, two-horse coach, or light wagon.
	2,700, three times a week.
	3,300, daily.
James Osborn -----	2,000, three times a week.
Philander S. Frost -----	400.
	700, twice a week.
	1,500, three times a week, two-horse coach.
	2,800, six times a week, two-horse coach.
H. W. Peddicord -----	2,400, six times a week.
James Osborn -----	2,000, three times a week.
D. David & Geo. W. Kelly -----	490, 000.
	1,490, three times a week, 000.
	2,490, six times a week, 000.
James F. Forman -----	425.
	725, twice a week.
	950, three times a week.
	1,750, six times a week.
James Osborn -----	1,500.
H. W. Peddicord -----	1,500, twice a week.
Henry Coleman -----	925.
A. Keaton & J. Robinson -----	900, 000.

ROUTE No. 10771.

From West Plains to Pilot Hill, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
D. C. Armstrong -----	\$400.
Josiah Howell -----	249.

ROUTE No. 10772.

From Williamsburg to Bowling Green, 48 miles, and back, once a week to Wellsville, and three times a week the residue. Bids for six trips a week invited between Wellsville and Bowling Green.

Bidders' names.	Sum per annum.
James M. Frier	\$1,800, two horse coach, six times a week, Bowling Green to Wellsville.
John Bennett	1,689, two-horse hack, six times a week, Bowling Green to Wellsville.
Benjamin S. Winn	1,493, ⁰⁰⁰ , six times a week.
James M. Frier	1,000, Wellsville to Bowling Green, two-horse coach.
John Bennett	993, two-horse hack. <i>Accepted May 12, 1859.</i>
Benjamin S. Winn	997, ⁰⁰⁰ , three times a week.
James M. Frier	975, two-horse hack, Bowling Green to Wellsville; residue horse.

Contract made with J. Bennett, dated May 12, 1859, at \$993 per annum.

Leave Williamsburg Saturday at 7 a. m.; arrive at Wellsville by 12 m.

Leave Wellsville Saturday at 1 p. m.; arrive at Williamsburg by 6 p. m.

Leave Wellsville Tuesday, Thursday, and Saturday, at 9 a. m.; arrive at Bowling Green by 5 p. m.

Leave Bowling Green Monday, Wednesday, and Friday, at 8 a. m.; arrive at Wellsville by 4 p. m.

KANSAS.

From July 1, 1859, to June 30, 1862.

ROUTE No. 15070.

From Atchison to Falls City, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph H. Burbank	\$1,950 00, ⁰⁰⁰ .
David Dorrington	1,500 00.
Keaton & Robinson	1,475 00, ⁰⁰⁰ .
Lysander Cutler	1,250 00, ⁰⁰⁰ .
David Dorrington	1,200 00.
Joseph H. Burbank	1,040 00, ⁰⁰⁰ .
Thomas W. Maines	999 50, ⁰⁰⁰ .
John Yelton	700 00.
Abel M. Gifford	700 00.
David & W. Kelly	690 00.
Ward & Bleckley	510 00.
Thomas P. Collier	468 00.
Edward Hoagland	450 00.
S. B. Miles	450 00.
James F. Forman	395 00.

ROUTE No. 15071.

From Atchison to Auraria, 676 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Edward Hoagland	\$65,000.
Lysander Cutler	45,000, ⁰⁰⁰ .
Illinois Stage Company	39,900.
Edward Hoagland	12,000.
A. W. Keith	6,000.

ROUTE No. 15072.

From Atchison to Kansas Falls, 116 miles, and back, three times a week.
Bids to run six times a week invited.

Bidders' names.	Sum per annum.
Illinois Stage Company.....	\$14,700.
J. Frank Clark	8,000.
	12,000, six times a week.
Davis & More	7,500.
	9,860, six times a week.
Edward Hoagland	3,619.
Thomas W. Maines	3,500.
John McLean.....	2,779.

ROUTE No. 15073.

From Atchinson to Pike's Peak, 400 miles, and back, once a week.

Bidders' names.	Sum per annum.
Edward Hoagland	\$65,000, with 15071, 15076, and 15078.
Lysander Cutler	65,000, ^{ooo} .
Illinois Stage Company.....	60,000, ^{ooo} .
Edward Hoagland	15,500.
Knight & Edwards.....	15,800.
A. W. Keith	15,000.

ROUTE No. 15074.

From Atchison to De Foc, — miles, and back, once a week.
(No bidders.)

ROUTE No. 15075.

From Atchison to America, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
Lysander Cutler	\$1,250, ^{ooo} .
Thomas W. Maines	1,000, ^{ooo} .
John P. Thompson.....	990.
John Yelton.....	650.
Thomas P. Collier.....	530.
Edward Hoagland	500.
James F. Forman.....	460.
John D. Wells	970.

ROUTE No. 15076.

From Crossing of South Platte to Auraria, 240 miles, and back, once a week.

Bidders' names.	Sum per annum.
Edward Hoagland	\$65,000, with other routes.
Illinois Stage Company.....	16,500, ^{ooo} .
Edward Hoagland	12,000.
Frost & Jones.....	9,990.
Hinsdale & Oglesley	5,600.
A. W. Keith.....	8,000.

ROUTE No. 15077.

From Fort Scott to Crawford Seminary, 77 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas W. Maines.....	\$1,200.
John Yelton.....	950.
John Caldwell.....	950.
Edward Hoagland	945.
Gatewood & Murray.....	940.
French & Gibson	875.

Bidders' names.	Sum per annum.
Roberts & Tallman	\$799.
Thomas T. Collier	795.
John Caldwell	790.

ROUTE No. 15078.

From Fort Riley to Auraria, 550 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Illinois Stage Company	\$97,000, 000.
Edward Hoagland	65,000.
Lysander Cutler	55,000, 000.
John McLean	27,400, two-horse hack.
	49,000, four-horse coach eight months, remainder covered wagon.
Edward Hoagland	33,000, end at Montana.
A. W. Keith	49,000, 000.

ROUTE No. 15079.

From Harrisonville to Sac and Fox Agency, 70 miles, and back, once a week.
Bids for more frequent service invited.

Bidders' names.	Sum per annum.
H. W. Younger	\$1,249.
	1,800, three times a week.
	2,390, two-horse hack.
John H. West	850.
	1,600, twice a week.
	2,400, three times a week, 000.
J. & C. Shaw	1,850, 000.
James J. Holbrook	1,500, 000, twice a week.
Thomas W. Maines	1,100, 000.
Geo. A. Reynolds	975.
James J. Holbrook	800, 000.
Murray & Gatewood	793.
B. & J. Wheat	745. Bid not signed.
Thomas P. Collier	725.
Edward Hoagland	700.

ROUTE No. 15080.

From Italia to Buchanan, 125 miles, and back, once a week.

Bidders' names.	Sum per annum.
John H. Page	\$2,000.
Anson H. Mallony	1,780.
Thomas W. Maines	1,500, 000.
B. F. Pease	1,397, 000.
John H. Page	1,300.
Thomas P. Collier	1,290.
Edward Hoagland	1,200.
James A. Robbins & Co.	1,185.

ROUTE No. 15081.

From Warsaw to Montgomery, 75 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Yelton	\$1,200.
Thomas W. Maines	1,200, 000.
Edward S. Lorman	1,100.
Murray & Gatewood	793.
Thomas P. Collier	770.
Edward Hoagland	750.
Harry W. Younger	569.

ROUTE No. 15082.

From Kansas Falls to Bent's Station, 280 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Illinois Stage Company	\$21,000, 000.
Davis & More	12,000.
Edward Hoagland	4,980.
John McLean	3,991, 000.
Amos Hand	2,900.

ROUTE No. 15083.

From Cofachique to Pleasant Grove, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Keaton & Robinson	\$1,225, 000.
John H. West	850, 000.
Philander G. Reynolds	700.
Thomas W. Maines	650.
John Yelton	500, 000.
Edward Hoagland	450.
S. & J. J. Wheat	450.
Murray & Gatewood	443.
James J. Holbrook	400.
Columbus Robertson	364.
William Butler	349.
Lyman C. Rhoades	338.
H. D. Parsons	325.

ROUTE No. 15084.

From Leavenworth City to Palmetto, — miles, and back, once a week.

Bidders' names.	Sum per annum.
A. H. Scribner	\$3,000.
Repine & Paupitz	2,100, 000.
John D. Wells	1,750, schedule proposed.
Edward Hoagland	1,500, schedule proposed.

ROUTE No. 15085.

From Fort Riley to Gatesville, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Yelton	\$700, 000.
Philander G. Reynolds	650.
Thomas W. Maines	400, 000.

ROUTE No. 15086.

From Lawrence to Ashland, 75 miles, and back, once a week.

Bidders' names.	Sum per annum.
James J. Holbrook	\$2,500, 000.
J. F. Clark	2,000.
W. H. Hemins	1,870.
Thomas W. Maines	1,500.
	1,000, if he gets No. 15140.
George A. Reynolds	1,400.
John Yelton	1,150.
Daniel Dodge	1,140.
Ernst Hoheneck	900.
Edward Hoagland	900.
Gilmore & Griffith, (after time) ..	1,500. (Received April 11, 1859.)

ROUTE No. 15087.

From Burlington to Eldorado, 95 miles, and back, once a week.

Bidders' names.	Sum per annum.
Anson H. Mallony	\$2,400.
Thomas W. Maines.....	2,000, 000.
John Yelton	1,350.
James J. Holbrook.....	1,200.
B. F. Pease	1,197, 000.
Edward Hoagland.....	950.
B. & J. J. Wheat.....	900.
Jacob Gottingham	600.

(After time.)

Silas Fearl.....	1,700.	(Received April 12, 1859.)
John M. Espy	1,250.	(Received April 9, 1859.)

ROUTE No. 15088.

From Lawrence to Burlington, — miles, and back, once a week.

Bidders' names.	Sum per annum.
J. F. Clark.....	\$2,500. No guaranty.
James J. Holbrook.....	1,400.
Thomas W. Maines.....	1,250, 000; distance 100 miles.
S. B. Miles.....	1,200, two-horse hack; distance 80 miles.
James Reynolds	1,200, 000; distance 80 miles.
B. & J. Wheat.....	1,200, two-horse carriage; distance 70 miles.
Philander G. Reynolds.....	1,145, two-horse hack; distance 80 miles.
John Yelton	1,100, distance 80 miles
B. F. Pease.....	1,097, 000.
B. & J. Wheat.....	900.
Thomas W. Maines.....	1,100, 000.
Edward Hoagland.....	800.
Adams & Squires.....	785.
Gilmore & Griffith, (after time)...	1,400. (Received April 24, 1859.)

ROUTE No. 15089.

From Grasshopper Falls to Lawrence, 38 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hugh Cameron.....	\$1,400, 000.
Keaton & Robinson	1,350, 000.
Hugh Cameron.....	1,000. Informal.
Edward S. Lowman.....	740.
Wm. C. Hicks	700, 000.
Thomas W. Maines	650, 000.
John Yelton.....	625, 000.
Charles L. Thompson	600.
J. F. Clark	600. No guaranty.
Samuel Reynolds.....	500.
Wood & Bleckley.....	490, 000.
James A. Hawkes	470, 000.
Daniel Dodge.....	445.
Edward Hoagland	380.
Gilmore & Griffith, (after time)...	575. (Received April 20, 1859.)

ROUTE No. 15090.

From Leavenworth to Marysville, 125 miles, and back, six times a week. Bids to extend to Cherry Creek invited.

Bidders' names.	Sum per annum.
Illinois Stage Company	\$22,000, 000.
A. H. Scribner.....	20,000.

Bidders' names.	Sum per annum.
Andrew Stewart	12,400, 000.
	47,500, to extend to Cherry Creek.
Davis & More	11,200, 000.
Repine & Paupitz	9,533.
Edward Hoagland	7,500.
John McLean	5,790, two-horse coach nine months; in carts residue.
	6,900, four-horse coach.

ROUTE No. 15091.

From Leavenworth to Fort Kearney, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Davis & More	\$13,000, 300 miles.
Illinois Stage Company	1,000, 000.
Repine & Paupitz	8,476, 000, 300 miles.
Edward Hoagland	400 miles.

ROUTE No. 15092.

From Lawrence to Nebraska City, 122 miles, and back, three times a week. Bids to commence at Lecompton, omitting Lawrence, will be considered.

Bidders' names.	Sum per annum.
Illinois Stage Company	\$17,000.
J. F. Clark	10,000.
James F. Forman	2,850.
George A. Reynolds	2,600.
Thomas W. Maines	2,000, 000.
S. B. Miles	1,500, two-horse hack.
George A. Kinsdale	1,375.
	1,350.

ROUTE No. 15093.

From Lecompton to Italia, 75 miles, and back, once a week. Bids to run twice a week will be considered.

Bidders' names.	Sum per annum.
George J. Tallman	\$3,000, 000, twice a week.
Rollin Morrow	2,000, twice a week.
George J. Tallman	1,800, 000.
John Yelton	1,300.
	2,500, twice a week.
Amos Hand	1,350.
Thomas W. Maines	1,200, 000.
Rollin Morrow	1,100.
Samuel N. Wood	1,000.
	1,500, twice a week.
Edward Hoagland	940.
Thomas P. Collier	775.

ROUTE No. 15094.

From Emporia to Towanda, 70 miles, and back, once a week.

Bidders' names.	Sum per annum.
Amos Hand	\$1,700.
Robbins & Muhnes	1,224.
Benj. F. Pease	1,180, 000.
Samuel N. Wood	900, 000.
Andrews & Page	900, 000.
Thomas J. Holbrook	800.
Thoms P. Collier	725.
Edward Hoagland	700.

ROUTE No. 15095.

From Topeka to Plymouth, — miles, and back, once a week.

Bidders' names.	Sum per annum.
John Yelton	\$1,500.
Thomas W. Maines	1,500, 000.
Miller & Campbell	700.
	1,400, two-horse hack.
Samuel N. Wood	950, 75 miles.
Edward Hoagland	890, 60 miles.
Eli M. Sewell	600, 000, 55 miles.

ROUTE No. 15096.

From Leavenworth to Nebraska City, 119 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Illinois Stage Company	\$22,000, 000.
Repine & Paupitz	2,700.
	6,300, 000, three times a week.
Davis & More	4,760, 000.
Edward Hoagland	3,270, three times a week.
Thomas P. Collier	2,950.
Amos H. Mallory	2,900.
Thomas T. Collier	1,193.

ROUTE No. 15097.

From Montana to Camp Floyd, 300 miles, and back, once a week.

Bidders' names.	Sum per annum.
Repine & Paupitz	\$21,000, 000.
Illinois Stage Company	20,000, 000.
Edward Hoagland	13,500.

ROUTE No. 15098.

From Manhattan City to Marysville, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
Repine & Paupitz	\$1,800, 000.
Davis & More	1,800, 000.
George A. Reynolds	1,600.
John Yelton	1,250.
Richard A. West	1,200.
Edward Hoagland	980.
Thomas W. Maines	950.
John Yelton	900.
Wood & Bleckley	800.
John D. Wells	790.
Edward W. Newell	600.

ROUTE No. 15099.

From Elwood to Capioma, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. H. Scribner	\$2,500.
Keaton & Robinson	1,600, ***.
Edward S. Lowman	1,380.
Thomas W. Maines	900.
Edward Hoagland	700.
John Yelton	700.
F. Bancroft	490.

ROUTE No. 15100.

From Oskaloosa to Lawrence, 20 miles, and back, except Sunday.

Bidders' names.	Sum per annum.
Illinois Stage Company-----	\$2,800, ***.
Edward S. Lowman-----	2,700.
J. F. Clark-----	2,000.
John Yelton-----	1,800, ***.
Hugh Cameron-----	1,500.
Samuel Reynolds-----	1,400, ***.
James A. Hawkes-----	1,390, ***.
Repine & Paupitz-----	1,345, ***.
Daniel Dodge-----	1,240.
David & Kelly-----	1,210, ***.
Wood & Bleckley-----	1,200, ***.
Edward Hoagland-----	1,200.
Adams & Squires-----	1,090, ***.
E. S. Alvord-----	1,000, four-horse coach.
William C. Hicks-----	1,000.
Thomas W. Maines-----	400, ***.
Gilmore & Griffith, (after time)-	1,800. (Received April 20, 1859.)

ROUTE No. 15101.

From Ossawatimie to Montgomery, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Keaton & Robinson-----	\$1,225, ***.
A. B. Squires-----	750, ***.
Amos Hand-----	700.
Thomas W. Maines-----	650.
Samuel M. Gibson-----	600.
Murray & Gatewood-----	497.
Edward Hoagland-----	425.
John Yelton-----	400.
Adams & Squires-----	395, ***.
Cyrus Shaw-----	350.
T. K. Wells-----	312.

ROUTE No. 15102.

From Pleasant Hill to Lawrence, 61 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. F. Clark-----	\$2,000. No guaranty.
James J. Holbrook-----	1,500, ***, two-horse hack.
A. B. Squires-----	1,500, ***.
George A. Reynolds-----	1,300.
John H. West-----	1,225, ***.
Preston Roberts-----	1,000.
Thomas W. Maines-----	950, ***.
Edward Hoagland-----	930.
John Yelton-----	800.
Murray & Gatewood-----	847.
James Moore-----	844.
Harry W. Younger-----	479.

ROUTE No. 15103.

From Spring Hill to Neosho City, 110 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas W. Maines-----	\$15,000, ***.
Illinois Stage Company-----	5,000, ***.
Philander G. Reynolds-----	2,300.

Bidders' names.	Sum per annum.
Edward Hoagland.....	\$1,750.
George A. Hinsdale.....	1,400.
William B. Keith.....	1,290.
John Yelton.....	1,285.
Lewis M. Pilcher.....	1,200.
James J. Holbrook.....	1,200.
	1,000.
Adams & Squires.....	1,145.
Samuel Hoffman, (after time)---	1,850. (Received April 18, 1859.)

ROUTE No. 15104.

From Quindaro to Burlington, 120 miles, and back, once a week. Bids to run twice a week, and also three times a week, invited.

Bidders' names.	Sum per annum.
Illinois Stage Company.....	\$7,500, 000.
James J. Holbrook.....	3,000, 000, three times a week.
Anson H. Mallony.....	2,700.
James J. Holbrook.....	2,500, 000, three times a week.
	2,400, 000, twice a week.
	2,000, 000, twice a week.
Andrew Stewart.....	1,930.
	3,100, 000, three times a week.
Edward Hoagland.....	1,800.
	2,700, twice a week.
	3,600, three times a week.
John H. West.....	1,800, 000.
	3,400, 000, twice a week.
Thomas W. Maines.....	1,800, 000.
Samuel Slemmons.....	1,720.
	3,940, 000, three times a week.
Robinson & Johnson.....	3,600, three times a week.
William B. Keith.....	1,475.
James J. Holbrook.....	1,400, 000.
George A. Hinsdale.....	1,350.
Thomas W. Maines.....	1,250, 000, if he get 15088.
James J. Holbrook.....	1,250, 000.

ROUTE No. 15105.

From Lawrence to Humboldt, 88 miles, and back, once a week.

Bidders' names.	Sum per annum.
Adams & Squires.....	\$1,890, 000.
James J. Holbrook.....	1,800, 000.
Thomas W. Maines.....	1,200, 000.
Samuel Reynolds.....	1,180, 000.
	1,050.
Alexander McReady.....	998.
John Yelton.....	900.
B. & J. Wheat.....	900.
Edward Hoagland.....	700.

ROUTE No. 15106.

From Sac and Fox Agency to Pleasant Grove, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Edward S. Lowman.....	\$1,300, schedule proposed.
Thomas W. Maines.....	1,200, 000, schedule proposed.
John Yelton.....	900, 75 miles.
James J. Holbrook.....	800, 65 miles.

Bidders' names	Sum per annum.
B. & J. J. Wheat.....	\$800, 70 miles.
Jacob Cottingham.....	730.
	600, 000.

ROUTE No. 15107.

From Grasshopper Falls to Hatton, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
H. Keaton & Co.....	\$700, 000.
Philander G. Reynolds.....	550.
W. C. Hicks.....	500, 000.
Charles S. Thompson.....	400.
Thomas W. Maines.....	300.
John Yelton.....	275.

ROUTE No. 15108.

From St. Joseph, Mo., to Topeka, 75 miles, and back, three times a week.

Bids to commence the service at Atchison, omitting St. Joseph, will be considered.

Bidders' names.	Sum per annum.
Illinois Stage Co.....	\$19,000, 000.
Lysander Cutler.....	4,500, 000.
Asa Boutes.....	3,900, 000.
Andrew Stuart.....	3,744, 000.
Thomas W. Maines.....	3,000, 000.
J. F. Clark.....	3,000. No guaranty.
Geo. A. Reynolds.....	2,800.
	2,600, commence at Atchison.
E. S. Alvord.....	2,500.
	2,789, four-horse coach.
James A. Hawkes.....	2,600.
	1,640, 000, commence at Atchison.
John P. Thompson.....	2,475, 000, commence at Atchison.
Thomas W. Maines.....	2,200, if he gets 15123.
John F. Forman.....	1,975.
David & Kelly.....	1,490, 000.
	990, 000, commence at Atchison.
George A. Kinsdale.....	775.

ROUTE No. 15109.

From St. Joseph, Mo., to Lawrence, 70 miles, and back, three times a week.

Bids commencing at Atchison, omitting St. Joseph, will be considered.

Bidders' names.	Sum per annum.
Lysander Cutler.....	\$4,200, 000.
Repine & Paupitz.....	2,820, 000.
	1,266, 000, commence at Atchison.
Edward S. Lowman.....	2,800.
	2,600, commence at Atchison.
E. S. Alvord.....	2,500.
	2,789, four-horse coach.
J. Frank Clark.....	2,500. No guaranty.
John P. Thompson.....	2,490, 000.
Hugh Cameron.....	1,490, 000.
David & Kelly.....	1,100.
	790, commence at Atchison.
J. A. Hawkes.....	945, 000, commence at Atchison.
James F. Foreman.....	845.
George A. Kinsdale.....	750.

ROUTE No. 15110.

From St. Joseph to Pawnee City, 100 miles, and back, once a week.

Bidders' names.	Sum per annum.
K. D. Montgomery	\$1,600, 000.
Isaiah P. Winslow	1,500.
Thomas W. Maines	1,500, 000.
Forman & Pemberton	1,500.
Wood & Bleckley	1,300, 000.
Alex. McCready	1,200.
James F. Foreman	1,095.
T. Bancroft	900.
S. B. Miles	900.

ROUTE No. 15111.

From St. Joseph, Mo., to Kennebuck, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. Keaton & Co	\$1,650, 000.
Amos Hand	950
Thomas W. Maines	900, 000.
David & Kelly	590, 000.
Wood & Bleckley	500.
Alexander McCready	500.
T. Bancroft	400.

ROUTE No. 15112.

From St. Joseph, Mo., to Charleston, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
H. Boden, jr	\$1,000.
A. Keaton & Co	650.
Thomas W. Maines	350.
T. Bancroft	300.
Wood & Bleckley	240.

ROUTE No. 15113.

From St. Joseph, Mo., to Central City, 70 miles, and back, once a week.

Bidders' names.	Sum per annum.
Philander G. Reynolds	\$1,450.
Forman & Pemberton	1,200.
Thomas W. Maines	1,200, 000.
David & Kelly	940.
T. Bancroft	800.
Kinsdale & Oglesby	775.

ROUTE No. 15114.

From Topeka to Shell Rock Falls, 71 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas W. Maines	\$1,200.
Alex. McCready	1,000.
Lillie & Andrews	1,000, two-horse carriage.
James A. Hawkes	990, 000.
Geo. H. Tallman	900, 000.
Geo. F. Crome	800, via Brownsville, &c.
George Tallman	775.

ROUTE No. 15115.

From Emporia to Cottonwood Falls, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Anson H. Mallony	\$525.
Samuel N. Wood	450, 000.
James H. Hawkes	600, twice a week.
	450.
B. & J. J. Wheat	450.
Thomas W. Maines	400.
Benjamin F. Pease	395.
David M. Miller	325.
Campbell & Jackson	300.
Robinson & Co	283.
John Yelton	260, 000.

ROUTE No. 15116.

From Vermillion City to Atchison, 90 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Illinois Stage Co	\$12,000, 000.
Repine & Paupitz	4,133, 000.
Kendrick & Montgomery	4,000, two-horse coach.
John P. Thompson	3,890.
F. Roach	3,600.
Thomas W. Maines	3,000.
David & Kelly	2,900, 000.
Alex. McCready	2,500.
John D. Wells	2,495.
Hiram Boyle	1,000, 000.

ROUTE No. 15117.

From Westport to Neosho City, 125 miles, and back, once a week.

Bidders' names.	Sum per annum.
Illinois Stage Co	\$7,600, 000.
Thomas W. Maines	1,800, 000.
Edward S. Lowman	1,700.
Murray & Gatewood	1,699.
John Yelton	1,500.
John H. West	1,500, 000.
James J. Holbrook	1,400.
Kinsdale & Oglesby	1,290.
James J. Holbrook	1,250, 000.
Adams & Squires	1,195, 000.
W. & Jacob Shepard	1,800.

ROUTE No. 15118.

From Warrensburg to Ossawatimie, 76 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Yelton	\$1,200, two-horse coach.
	3,500, two-horse coach, three times a week.
C. & J. Shaw	2,500, 000.
James J. Holbrook	2,400.
George A. Reynolds	1,650.
Thomas W. Maines	1,200.
H. W. Younger	1,849, three times a week.
	1,840
Murray & Gatewood	793.
Alexander McCready	750.

ROUTE No. 15119.

From Westport to Winona, — miles, and back, once a week.
(No bidders.)

ROUTE No. 15120.

From White Cloud to Marysville, 100 miles, and back, once a week.

Bidders' names.	Sum per annum.
Repine & Paupitz.....	\$2,700, 000.
Philander G. Reynolds.....	1,900.
Hiram Boyle.....	1,600.
Joseph Cornell.....	1,600.
James G. Leavitt.....	1,500.
Jennings & Beeler.....	1,500.
David & Kelly.....	1,290, 000.
Forman & Pemberton.....	1,250.
Thomas W. Maines.....	1,200, 000.
Kinsdale & Oglesby.....	1,075.
John D. Wells.....	995.
Forbes & Blakely.....	993.
Wood & Bleckley.....	990, 000.

ROUTE No. 15121.

From White Cloud to Iowa Point, 6 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Amos Hand.....	\$750.
Forbes & Blakeley.....	487.
T. Bancroft.....	400.
James A. Hawkes.....	380.
Thomas W. Maines.....	300.
Wood & Bleckley.....	230.
Forman & Pemberton.....	229.
S. L. Jennings.....	225.
Beeler & Williams.....	195.
A. Keaton & Co.....	185.

ROUTE No. 15122.

From Atchison to Vermillion City, 80 miles, and back, once a week.

Bidders' names.	Sum per annum.
Repine and Paupitz.....	\$2,327.
James H. Randall.....	1,700.
John P. Thompson.....	1,395, 000.
Thomas W. Maines.....	1,200.
David & Kelly.....	1,090.
John D. Wells.....	820.
Alexander McCready.....	750.

ROUTE No. 15123.

From St. Joseph, Mo., to Grasshopper Falls, 62 miles, and back, once a week.

Bidders' names.	Sum per annum.
Forman & Pemberton.....	\$2,100.
S. H. Dunn.....	1,000.
A. H. Mallony.....	950.
David & Kelly.....	950, 000.
Wood & Bleckley.....	850, 000.
W. C. Hicks.....	850, 000.

Bidders' names.	Sum per annum.
Thomas W. Maines.....	\$800, 000.
John F. Forman.....	775.
J. Bancroft.....	750.
Kinsdale & Oglesby.....	644.

ROUTE No. 15124.

From Kansas City to Fort Scott, 96 miles, and back, once a week.

Bidders' names.	Sum per annum.
J. F. Clark.....	\$3,000. No guaranty.
Younger & Overstreet.....	2,369, three times a week.
Thomas W. Maines.....	2,000, 000.
George A. Reynolds.....	1,700.
Andrew Stuart.....	1,640.
Edward A. Smith.....	1,550.
A. B. Squires.....	1,500.
John Yelton.....	1,400.
	1,600, two-horse hack.
Preston Roberts.....	1,494.
H. W. Younger.....	1,390.
Wood & Bleckley.....	1,250.
George A. Kinsdale.....	945.

ROUTE No. 15125.

From Diamond Springs to Mouth of Cherry Creek, 480 miles, and back, once a week.

Bidders' names.	Sum per annum.
Illinois Stage Company.....	\$40,000.
John McLean.....	14,817.
	44,451, three times a week, four-horse coach.
Wm. W. Allison.....	11,600, four-mule hacks.
A. W. Keith.....	16,000, ***.

ROUTE No. 15126.

From Cottonwood Falls to Topeka, 70 miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas W. Maines.....	\$1,200, 000, schedule proposed.
Robbins & Co.....	1,175, schedule proposed.
Samuel N. Wood.....	1,000, 000, schedule proposed.
James A. Hawkes.....	980, 000, schedule proposed.
Eli M. Sewell.....	800, 000, schedule proposed.
Kinsdale & Oglesby.....	728.

ROUTE No. 15127.

From Cottonwood Falls to Lawrence, 80 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Illinois Stage Company.....	\$8,600, ***.
Samuel N. Wood.....	2,500, two-horse hack.
	3,000.
	3,500.
James A. Hawkes.....	2,200, ***.
Thomas W. Maines.....	1,200, 000, schedule proposed.

ROUTE No. 15128.

From Paola to West Point, — miles, and back, once a week.

Bidders' names.	Sum per annum.
John Yelton.....	\$600, thirty-five miles.
Cyrus Shaw.....	400.
James J. Holbrook.....	400, thirty miles.
John M. Carpenter.....	350, twenty-five miles.
T. K. Wells.....	312, thirty-five miles.

ROUTE No. 15129.

From Topeka to Minneola, 45 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Illinois Stage Company.....	\$4,000, 000.
J. F. Clark.....	2,500. No guaranty.
Thomas W. Maines.....	2,500, 000.
John Yelton.....	1,600, 000.
Anson H. Mallony.....	1,550.
David & Kelly.....	1,350, 000.
B. & J. J. Wheat.....	1,350.
Kinsdale & Oglesby.....	1,275.
David Dodge.....	1,195.

ROUTE No. 15130.

From Leavenworth to Ossawatimie, 75 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Illinois Stage Company.....	\$7,500, 000.
Amos Hand.....	3,900.
John Yelton.....	3,200.
	4,000, two-horse coach.
Alexander Repine.....	3,100, 000.
Thomas W. Maines.....	3,000, 000.
James J. Holbrook.....	2,500, 000.
Samuel L. Jillson.....	2,500, two horse hack.

ROUTE No. 15131.

From Montana to Camp Floyd, 350 miles, and back, twice a week.

Bidder's name.	Sum per annum.
Illinois Stage Company.....	\$48,000, 000.

ROUTE No. 15132.

From Manhattan to South Platte, 60 miles, and back, three times a week.

Bidder's name.	Sum per annum.
Illinois Stage Company.....	\$7,500, 000.

ROUTE No. 15133.

From Pleasant Hill to Ossawatimie, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas W. Maines.....	\$1,500, 000, 110 miles.
John Yelton.....	785, 60 miles.
	1,000, two-horse coach.
Andrew Stuart.....	649, 64 miles.
Adams & Squires.....	585, 000, schedule proposed.
Samuel Slemmons.....	540, 000.
James Moore.....	447, 50 miles.
Harry W. Younger.....	449, 58 miles.

ROUTE No. 15134.

From Grasshopper Falls to New Brighton, 48 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Keaton & Robinson	\$1,980, 000.
Edward S. Lowman	1,300.
Thomas W. Maines	1,200, 000.
John Yelton	1,100, 000.
William C. Hicks	950, 000.
Wood & Bleckley	950, 000.
David & Kelly	900, 000.
S. H. Dunn	900.
Thomas G. Walters	780.
John L. Locke	549.

ROUTE No. 15135.

From Parkville to Quindara, 4 miles, and back, daily.

Bidders' names.	Sum per annum.
H. W. Peddicord	\$950.
Peleg Caswell	600.
George F. Killiam	500, covered carriage.
Andrew Stuart	500, 000.
Samuel Slemmons	375, 000.
Oliver A. Pile	350.
John Davis	325.
Thomas W. Maines	300, 000.
Matthew H. Whitlow	300.
Joseph Allen	198.

ROUTE No. 15136.

From Spring Hill to Minneola, 25 miles, and back, three times a week.

Bidders' names.	Sum per annum.
H. B. Squires	\$1,500, 000.
George A. Reynolds	1,300.
John H. West	1,250, 000.
Thomas W. Maines	1,000, 000.
Adams & Squires	900, 000.
David & Kelly	750, 000.
James J. Holbrook	600.

ROUTE No. 15137.

From Leavenworth to Cameron, 50 miles, and back, daily.

Bidders' names.	Sum per annum.
Andrew Stuart	\$6,250, four-horse coach.
Preston Roberts	4,700, 000.
Illinois Stage Company	5,800, 000.
P. S. Frost	4,400, 000.
	5,800.
	4,800.
	4,400, two-horse stages.
Samuel Slemmons	4,000.
	4,110.
	4,920, two-horse hack.
David & Kelly	3,900, two-horse hack.
H. W. Peddicord	2,600, four-horse hack.
Thomas W. Maines	900, 000.
Repine & Paupitz	4,100, 000.

ROUTE No. 15138.

From Manhattan to Mount Pleasant, 30 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John Yelton.....	\$1,300, 000.
Thomas W. Maines.....	1,200, 000.
David & Kelly.....	900, 000.
Lewis Tompkins.....	797.
Cyrus S. Stevens.....	599, schedule proposed.

ROUTE No. 17139.

From Le Roy to Papinsville, — miles, and back, once a week.

Bidders' names.	Sum per annum.
James M. Hoffnaugh.....	\$1,300, 80 miles, schedule proposed.
B. & J. J. Wheat.....	1,200.
Murray & Gatewood.....	1,197.
Jacob Gottingham.....	750, 000.
John Yelton.....	750, schedule proposed.

ROUTE No. 15140.

From Topeka to Waubeaga, 40 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Illinois Stage Company.....	\$3,600, 000.
Thomas W. Maines.....	2,400, 000.
	2,000, 000, if he gets 15086.
William A. Henins.....	1,650.
John Yelton.....	1,600, 000.
David & Kelly.....	1,160, 000.
Alexander McCready.....	1,125.
Daniel Dodge.....	1,070.
Ernest Hoheneck.....	840, 000.

ROUTE No. 15141.

From Puebla to Fort Laramie, 250 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Illinois Stage Company.....	\$65,000, 000.
Repine & Paupitz.....	37,500, 000.

ROUTE No. 15142.

From Atchison to Fort Riley, 100 miles, and back, once a week.

Bidders' names.	Sum per annum.
Illinois Stage Company.....	\$5,000, 000.
John Yelton.....	2,800.
Repine & Paupitz.....	2,100.
Knight & Edwards.....	2,000.
John P. Thompson.....	1,875, 000.
Nathan S. Gilbert.....	1,475.
Thomas W. Maines.....	1,500.
S. J. H. Snyder.....	1,450.
George A. Kinsdale.....	1,450.
John D. Wells.....	1,200.
Thomas P. Collier.....	1,028.

ROUTE No. 15143.

From Atchison to Falls City, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Illinois Stage Company-----	\$6,600, 000.
O. H. & J. P. Macauley-----	975, distance and schedule.
A. M. Gifford-----	600, distance and schedule.

ROUTE No. 15144.

From Cottonwood Falls to Council Grove, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel N. Wood-----	\$500.
Thomas W. Maines-----	400, 000.
B. F. Pease-----	394, 000.
John McPherson-----	300.
Augustus O. Robbins-----	218.

ROUTE No. 15145.

From Cottonwood Falls to Waterloo, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas W. Maines-----	\$1,200, 000.
Samuel N. Wood-----	600, 000, 35 miles, schedule proposed.
Robbins & Co-----	485, 38 miles.
Eli M. Sewell-----	450, 000, 40 miles.

ROUTE No. 15146.

From Sumner to Vermillion City, 50 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Illinois Stage Company-----	\$4,800, 000.
John D. Wells-----	2,480.
Thomas W. Maines-----	2,400, 000.
Repine & Paupitz-----	2,343, 000.
John Yelton-----	1,800, 000.
Kinsdale & Oglesby-----	1,390.
David & Kelly-----	1,250, 000.

ROUTE No. 15147.

From Cottonwood Falls to Cottonwood City, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Samuel N. Wood-----	\$1,800, 80 miles.
	1,500.
	1,000.
	500.
Thomas W. Maines-----	1,200.

ROUTE No. 15148.

From Cottonwood Falls to El Dorado, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Thomas W. Maines-----	\$1,200, 000.
John McPherson-----	800, schedule.
Samuel N. Wood-----	700, 51 miles.
Benjamin F. Pease-----	1,174, 000.

ROUTE No. 15149.

From Montana to Camp Floyd, 350 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Illinois Stage Company.....	\$72,000, 000.
Repine & Paupitz.....	33,300, 000.
George McLean	12,990, 000.

ROUTE No. 15150.

From Leavenworth to Pike's Peak, 550 miles, and back, once a week.

Bidders' names.	Sum per annum.
Illinois Stage Company.....	\$70,000, 000.
J. Frank Clark.....	40,000. No guaranty.
	60,000.
	80,000.
A. W. Keith.....	17,000, 000.

NEBRASKA.

From July 1, 1859, to June 30, 1862.

ROUTE No. 14047.

From Austin to Beatrice, 8 miles, and back, once a week.

Bidder's name.	Sum per annum.
Nathan W. Tucker.....	\$200, 000.

ROUTE No. 14048.

From Bellevue to New Fort Kearney, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Stephen F. Nuckolls.....	\$5,890, 000, 190 miles in five days.
Carlile, Carpenter & Gates.....	3,600, schedule proposed.

ROUTE No. 14049.

From Bellevue to Laramie City, — miles, and back, once a week.

Bidders' names.	Sum per annum.
William F. Lockwood.....	\$115, schedule proposed.
Asa Slaght.....	75.

ROUTE No. 14050.

From Bellevue to Council Bluffs, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Stephen F. Nuckolls.....	\$390, 000
Gates & Carpenter.....	335, 12 miles.
William F. Lockwood.....	156, 12 miles.

ROUTE No. 14051.

From Bellevue to Pacific City, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Gates & Carpenter.....	\$340.
Stephen F. Nuckolls	324, 000.
William F. Lockwood.....	150, 10 miles.

ROUTE No. 14052.

From Brownsville to Table Rock, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph H. Burbank.....	\$2,500, ⁰⁰⁰ , supplying other offices.
	2,250, ⁰⁰⁰ , this route.
Isaac Crooks.....	2,000, 118 miles, schedule proposed.
Joseph H. Burbank.....	1,850, ⁰⁰⁰ , 80 miles, schedule proposed.
S. B. Miles.....	1,300, 120 miles, schedule proposed.
D. J. Martin.....	950, 90 miles, schedule proposed.
Philip A. Thompson.....	900, 55 miles, schedule proposed.
Stephen F. Nuckolls.....	448, ***.

ROUTE No. 14053.

From Nemaha City to Topeka, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Frederick Dorrington.....	\$3,500, two-horse hack.
	2,100.
John H. Burbank.....	2,250, ⁰⁰⁰ .
	1,750, ⁰⁰⁰ .
Stephen F. Nuckolls.....	1,189, ⁰⁰⁰ .
Philip A. Thompson.....	1,499, 160 miles.

ROUTE No. 14054.

From Nebraska City to Marysville, Kansas, 125 miles, and back, once a week.

Bidders' names.	Sum per annum.
Nathan W. Tucker.....	\$6,240, ⁰⁰⁰ .
	2,600, ⁰⁰⁰ .
Stephen F. Nuckolls.....	1,189, ⁰⁰⁰ .
	2,690, three times a week.
William Bennet.....	3,940, three times a week.
	1,489, ⁰⁰⁰ .
William W. Marsh.....	1,000, ⁰⁰⁰ .

ROUTE No. 14055.

From Blue Springs to Atchison, 120 miles, and back, once a week.

Bidder's name.	Sum per annum.
Nathan W. Tucker.....	\$2,500, ⁰⁰⁰ .

ROUTE No. 14056.

From Omaha City to Iowa City, Iowa, 300 miles, and back, once a week.
(No bidders.)

ROUTE No. 14057.

From Omaha City to Nebraska City, 50 miles, and back, once a week.

Bidders' names.	Sum per annum.
William R. Davis.....	\$1,250, two-horse coach.
	980, ⁰⁰⁰ .
William Carlile.....	900.
William Bennet.....	889, two-horse hack.
Stephen F. Nuckolls.....	690, ⁰⁰⁰ .
William W. Marsh.....	560, ⁰⁰⁰ .
William F. Lockwood.....	500.

ROUTE No. 14058.

From Plattsmouth to Pacific City, 6 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Stephen F. Nuckolls.....	\$490, ***.
James R. Porter.....	460, ***.
William F. Lockwood.....	250.

ROUTE No. 14059.

From Fontanelle to DeWitt, 36 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. B. Fuller.....	\$800, ***.
William W. Marsh.....	394, ***.
Samuel Williams.....	350, ***.
William F. Lockwood.....	350.

ROUTE No. 14060.

From Florence to Fort Des Moines, 127 miles, and back, once a week.

Bidders' names.	Sum per annum.
Bunster & Fargey.....	\$3,000, two-horse coach.
John A. Wilson.....	2,200, ***.
William W. Marsh.....	1,550, ***. No certificate.
M. B. Noel & Ashton.....	1,000.

ROUTE No. 14061.

From De Soto to Pymosa, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
John A. Wilson.....	\$999, ***.
Elias H. Clark.....	670.
Stephen F. Nuckolls.....	640, ***.
William F. Lockwood.....	600.

ROUTE No. 14062.

From Florence to Fontanelle, — miles, and back, once a week.

Bidders' names.	Sum per annum.
A. B. Fuller.....	\$700, ***, 30 miles.
Stephen F. Nuckolls.....	640, ***, 40 miles.
Bunster & Fargey.....	475.
Thomas R. Lucas.....	450, 40 miles.
William F. Lockwood.....	400, 40 miles.
John Evans.....	400, ***.
Silas M. Clark.....	345, 40 miles.

ROUTE No. 14063.

From Florence to New Fort Kearney, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Stephen F. Nuckolls.....	\$5,898.
Bunster & Fargey.....	5,000.

ROUTE No. 14064.

From Plattsmouth to Sidney, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Stephen F. Nuckolls.....	\$690.
Killes McKneely.....	450, 31 miles.
William F. Lockwood.....	440, 45 miles.
James R. Porter.....	160, ***.

ROUTE No. 14065.

From Nebraska City to Linden, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Farlow, Moore & Dunham.....	\$520, 000.
David & Kelly.....	490, 000, 28 miles.
William F. Lockwood.....	375.
Stephen F. Nuckolls.....	298, 000.

ROUTE No. 14066.

From Omaha City to Brownsville, — miles, and back, once a week.

Bidders' names.	Sum per annum.
James R. Porter.....	\$1,500, 000, 90 miles.
Stephen F. Nuckolls.....	990, 000, 80 miles.
William F. Lockwood.....	750, 75 miles.
George F. Hughes.....	600, 75 miles.

ROUTE No. 14067.

From Archer to Shasta, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph H. Burbank.....	\$340, 000, 20 miles.
Isaac Crook.....	290, 15 miles.

ROUTE No. 14068.

From Fort Randall to Mouth of Little Medicine, — miles, and back, once a week.
(No bidders.)

ROUTE No. 14069.

From Niobrara to Chimney Rock, 300 miles, and back, once a week.
(No bidders.)

ROUTE No. 14070.

From Omadi to Niobrara, 110 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stephen F. Nuckolls.....	\$1,298.
William W. Marsh.....	1,095, 000.
William F. Lockwood.....	1,000.
James W. Virtue.....	900.

ROUTE No. 14071.

From Niobrara to Fort Randall, 42 miles, and back, once a week.

Bidders' names.	Sum per annum.
Stephen F. Nuckolls.....	\$700.
William W. Marsh.....	425, 000.
Asa C. Call.....	420.
James W. Virtue.....	375.

ROUTE No. 14072.

From Dacota City to Fort Des Moines, 161 miles, and back, once a week.

Bidders' names.	Sum per annum.
William F. Lockwood.....	\$1,600.
Stephen F. Nuckolls.....	1,590.
William W. Marsh.....	1,560, 000.

ROUTE No. 14073.

From Bellevue to Fort Des Moines, 180 miles, and back, once a week.

Bidders' names.	Sum per annum.
William Carlile & Carpenter.....	\$3, 240.
Stephen F. Nuckolls	1, 590.

ROUTE No. 14074.

From Decatur to Dennison, — miles, and back, once a week.

Bidders' names.	Sum per annum.
George D. Downs.....	\$1, 590, 000.
Addison Oliver.....	1, 935, 000.
William W. Marsh.....	1, 250, 000.
William F. Lockwood.....	500, schedule.

ROUTE No. 14075.

From St Stephen's to Archer, 9 miles, and back, once a week.

Bidders' names.	Sum per annum.
John D. Wells	\$970.
Benjamin B. Frazer.....	299.
Frederick Dorrington	290.
John F. Hoyt.....	250.
Francis M. Thompson.....	190.
Daniel David	175.
Stephen F. Nuckolls	99.

ROUTE No. 14076.

From Plattsmouth to Long Island, — miles, and back, once a week.

Bidder's name.	Sum per annum.
James R. Porter.....	\$1, 400, 000. 640.

ROUTE No. 14077.

From Niobrara to Sioux City, 85 miles, and back, once a week.

Bidders' names.	Sum per annum.
George E. Spencer	\$1, 590, 000.
Lewis Skidmore.....	1, 194, 000.
James W. Virtue.....	1, 125.
William W. Marsh.....	1, 050, 000.
William F. Lockwood.....	995.
Stephen F. Nuckolls	980.
Asa C. Call	850.

ROUTE No. 14078.

From Fort Kearney to Pike's Peak, 400 miles, and back, once a week.

Bidders' names.	Sum per annum.
E. S. Alvord.....	\$37, 500. 39, 900.
Barrow & Frost.....	29, 500, 000.
James H. Jones	19, 990.
Stephen F. Nuckolls	12, 990.
A. W. Keith.....	12, 000, 000.
Silas F. Hail.....	11, 990, 000.
George McLean.....	9, 990, 000.
James R. Porter.....	2, 500, 000.

ROUTE No. 14079.

From Niobrara to Chimney Rock, — miles, and back, once a week.

(No bidders.)

ROUTE No. 14080.

From Sioux City to Mouth of White Earth River, — miles, and back, once a week.

(No bidders.)

ROUTE No. 14081.

From Sioux City to Mouth of Snake River, — miles, and back, once a week.

Bidders' names.	Sum per annum.
C. H. Snow	\$3,997.
George E. Spencer, (after time) --	3,440.

ROUTE No. 14082.

From Sioux City to South Pass of Rocky mountains, — miles, and back, once a week.

(No bidders.)

ROUTE No. 14083.

From Sioux City to Yancton Sioux Reserve, — miles, and back, once a week.

Bidders' names.	Sum per annum.
C. H. Snow	\$1,669, 130 miles.
Stephen F. Nuckolls	1,590.
Asa C. Call	1,400.
George E. Spencer, (after time) --	3,300, ⁰⁰⁰ . (Received April 11, 1859.)

ROUTE No. 14084.

From Sioux City to Fort Randall, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Tacket & Colom	\$3,574, two-horse wagon.
C. H. Snow	1,487.
Stephen F. Nuckolls	1,480.
Asa C. Call	1,400, ⁰⁰⁰ .
William W. Marsh	850, ⁰⁰⁰ .
George E. Spencer, (after time) --	340, ⁰⁰⁰ . (Received April 11, 1859.)

ROUTE No. 14085.

From Magnolia to Cleveland, 110 miles, and back, once a week.

Bidders' names.	Sum per annum.
William M. Hill	\$6,095.
Elias H. Clark	1,440, two-horse hack.
Jared Blansett	1,190.
Chambers Hester	1,400.
William F. Lockwood	1,300.
Stephen F. Nuckolls	1,200.
	890.

ROUTE No. 14086.

From Fort Randall to Mouth of Little Medicine, — miles, and back, once a week.

(No bidders.)

ROUTE No. 14087.

From Belmond to Packard's Settlement, — miles, and back, once a week.
(No bidders.)

ROUTE No. 14088.

From Sioux Falls to Fort Randall, — miles, and back, once a week.

Bidders' names.	Sum per annum.
George E. Spencer.....	\$2,339, 000, 195 miles.
Asa C. Call	1,750.
C. H. Snow.....	1,069, 175 miles.

ROUTE No. 14089.

From Nebraska City to Chariton, — miles, and back, once a week.

Bidder's name.	Sum per annum.
Stephen F. Nuckolls	\$1,340.

ROUTE No. 14090.

From Nebraska City to Winterset, — miles, and back, once a week.

Bidder's name.	Sum per annum.
Lawson B. Hughes.....	\$800. (Received April 13, 1859.)

ROUTE No. 14091.

From Monroe to Magnolia, — miles, and back, once a week.

Bidders' names.	Sum per annum.
William M. Hill.....	\$1,690.
Jared Blansett.....	1,500, 000, 122 miles.
Stephen F. Nuckolls.....	1,490.
Elias H. Clark.....	1,440, two horses.
	1,190.
Isaac Parrish.....	1,290.
	312, Magnolia to Fontanelle.

ROUTE No. 14092.

From Bellevue to Plattford, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Carpenter & Gates.....	\$325, 22 miles.
William Ramitzer.....	300.

ROUTE No. 14093.

From Omaha City to St. Joseph, Mo., — miles, and back, once a week.
(No bidders.)

ROUTE No. 14094.

From Dakota City to Pacific City, — miles, and back, once a week.

Bidders' names.	Sum per annum.
James W. Virtue.....	\$1,200.
William F. Lockwood	890.
William W. Marsh.....	595, 000.

ROUTE No. 14095.

From Brownsville to St. Joseph, Mo., 75 miles, and back, once a week.

Bidders' names.	Sum per annum.
D. J. Martin	\$1,250.
A. Keaton & Co.	2,180, ⁰⁰⁰ .
	350, ⁰⁰⁰ , Stephens to Archer.
Wood & Bleckley	1,000.
Stephen F. Nuckolls	990.

ROUTE No. 14096.

From Fontenelle to Magnolia, 45 miles, and back, once a week.

Bidders' names.	Sum per annum.
William M. Hill	\$790.
Elias H. Clark	640.
John Evans	600, ⁰⁰⁰ .
William D. Brainard	550.
W. W. Marsh	539, ⁰⁰⁰ .
William F. Lockwood	440.

ROUTE No. 14097.

From Sioux City to Fort Randall, 140 miles, and back, once a week.

Bidders' names.	Sum per annum.
George E. Spencer	\$2,784 00, ⁰⁰⁰ .
C. H. Snow	1,798 50.
Stephen F. Nuckolls	1,490 00.
James W. Virtue	1,475 00.
Asa C. Call	1,400 00.
William W. Marsh	875 00, ⁰⁰⁰ .

ROUTE No. 14098.

From Nebraska to New Fort Kearney, 200 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Stephen F. Nuckolls	\$9,900.
English & Hooper	9,400, four-mule covered wagon.
William McLennan	8,900, two-horse coach.
Silas S. Hail	8,870, ⁰⁰⁰ .
William Bennet	5,900, ⁰⁰⁰ .
George McLean	3,965, ⁰⁰⁰ .
	5,935, two-horse coach.
James R. Porter	2,000.

ROUTE No. 14099.

From St. Joseph to Omaha, 150 miles, and back, daily, except Sunday.

Bidders' names.	Sum per annum.
Stephen F. Nuckolls	\$21,900.
Asa Battles	19,000.
John E. Barrow	9,900, ⁰⁰⁰ .
	7,800, end at Nebraska City.
Isaac L. Gibbs	9,875, two-horse coach.
George W. Owen	8,000, two-horse hack, end at Nebraska City.
Wood & Bleckley	7,000, ⁰⁰⁰ .
James R. Porter	7,000, ⁰⁰⁰ .
Isaac L. Gibbs	6,500, two-horse coach, end at Nebraska City.
John McLean	5,935, two-horse coach, commence at Nebraska City.
	7,935, four-horse coach, commence at Nebraska City.

ROUTE No. 14100.

From St. Joseph, Mo., to Omaha, 250 miles, and back, daily, except Sunday, during season of navigation, in steamboats.

Bidder's name.	Sum per annum.
John E. Barrow.....	\$15,000, three times a week.
	28,000, six times a week.
	6,000, once a week.

ROUTE No. 14101.

From Sioux City to Medary, 150 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. W. Keith.....	\$3,000.
John S. Lacey.....	2,950, two-horse coach.
George E. Spencer.....	2,248, ***.

CALIFORNIA.

From July 1, 1859, to June 30, 1862.

ROUTE No. 12562.

From Auburn to Nevada City, 28 miles, and back, three times a week.

Bidders' names.	Sum per annum.
John W. Thomas.....	\$4,768, ***, six times a week.
Peabody & Points.....	3,350, ***, six times a week.
	2,650, ***.
Jacob L. Beam.....	2,400, ***, six times a week.
George W. Swan.....	1,493, two-horse carriage when practicable, and ***.
James Haworth, president of California Stage Co.....	1,000, four-horse carriage.
T. C. Lardner & B. F. Woodward.	1,000, ***.
	2,000, six times a week.

ROUTE No. 12563.

From Bidwell's Bar to Susanville, Utah, — miles and back, once in two weeks.

Bidders' names.	Sum per annum.
Miles Chapman.....	\$7,000, ***, once a week, include Cherokee Flat and other offices.
F. A. Peel.....	5,000, ***, 115 miles, schedule proposed, will return via Dogtown and Justin Flat, three times a week.
Miles Chapman.....	4,500, ***, gives intermediate point and schedule, 139 miles.
	4,000, ***, gives intermediate point and schedule, 125 miles.
A. H. Connelly.....	3,600, ***.
James Haworth, president of California Stage Company....	4,000, once a week.
B. F. Strickland.....	3,600, on snow shoes part of year.
	4,500, once a week, suggestion as to schedule.
James Haworth, president of California Stage Co.....	3,000, gives schedule.
Landt & Miller.....	2,900, ***, via Cherokee Flat and other offices specified, and \$1,100 additional to run once a week from May 1 to December 1, 116 miles, proposes schedule.

ROUTE No. 12564.

From Belmont to Santa Cruz, 60 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph Meyerstein.....	\$2,300, cart and horse.
B. F. Mann.....	2,280, 000 .
Eben W. Eaton.....	2,000.
Hugh L. Hinds.....	2,000, 000 .
Nelson H. Mowry.....	1,850, two-horse Concord buggies.
John Dunlap.....	1,800.
Lansing O. Swart.....	1,750, hack and 000 .
James M. Phillips.....	1,100.
	1,500, twice a week.
G. Q. Russell.....	900.

ROUTE No. 12565.

From Crescent City to Yreka, 160 miles, and back, once a fortnight.

Bidders' names.	Sum per annum.
John Maffitt.....	\$9,000.
	3,000, once a week to Happy Camp.
Jacob S. Crum.....	5,500,
Robert V. Husband.....	3,850, once a week.
Putman L. Ayres.....	3,800.
	360, for point beyond Happy Camp, once a week.
James E. Carr.....	3,500.
Wm. H. Johnson.....	3,394, once a week, end at Happy Camp, distance 80 miles.
James F. Denny.....	3,300.
Wm. H. Johnson.....	2,994.
James F. Denny.....	2,950, for part to Happy Camp, once a week.
Robert V. Husband.....	2,450, Yreka to Happy Camp, once a week.
A. D. Crooks.....	2,142.
Silas J. Jett.....	2,000.
Wm. H. Johnson.....	1,994, end at Happy Camp, 90 miles.
F. A. Rogers.....	1,984, hack.
A. D. Crooks.....	1,722, end at Happy Camp
	2,334, end at Happy Camp, once a week.
R. Baker & Co., (after time).....	3,500.

ROUTE No. 12566.

From Jackson to Valeona, 13 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Henry Ollis.....	\$1,500, 000 , \$300 additional to run per invitation.
George L. Stone.....	1,000, two-horse carriage
	1,500, and run daily from May 1 to November 1.
Morris Lloyd.....	945, two-horse covered conveyance.
J. Q. A. Perrin.....	897, 000 .
Wooley & Patterson.....	560, four-horse coach, as invited.
	360, four-horse coach.

ROUTE No. 12567.

From Knight's Ferry to Hornitas, 38 miles, and back, three times a week.

Bidders' names.	Sum per annum.
A. M. Hiltz.....	\$3,000, 000 .
Jacob L. Beam.....	3,000, 000 .
George W. Bryant.....	2,500, coach, 000 .
George W. Swan.....	2,493, 000 , covered stage when practicable.
Henry Ollis.....	2,000, 000 .
Andrew H. Davis.....	1,470, two-horse stage.

Bidders' names.	Sum per annum.
Samuel Fisher.....	1,200, ⁰⁰⁰ .
J. Dillon & Co.....	950, two-horse coach.
(After time.)	
A. H. Davis.....	1,470, two-horse stage. (Received May 6, 1859.)
Gallup & Oliver.....	2,250, ⁰⁰⁰ . (Received May 6, 1859.)

ROUTE No. 12568.

From La Porte to Susanville, Utah, 100 miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
James E. Carr.....	\$3,400.
S. T. Brewster.....	3,180.
B. F. Muma.....	2,900, ⁰⁰⁰ .
Daniel Dawson.....	2,750.
George W. Taylor.....	2,500.
James O. Robertson.....	2,000, ⁰⁰⁰ .

ROUTE No. 12569.

From Mokelumne Hill to West Point, 18 miles, and back, three times a week.

Bidders' names.	Sum per annum.
Peabody & Points.....	\$2,550, ⁰⁰⁰ , as per invitation.
	1,925, ⁰⁰⁰ .
H. L. Hinds.....	1,500, ⁰⁰⁰ .
	500, additional, as per invitation.
Andrew Willett.....	1,400, two-horse coach.
George W. Swan.....	1,373, ⁰⁰⁰ .
Charles W. Shrall.....	975, four-horse coach.
	1,000, six times a week from May 1 to November 1.
Morris Lloyd.....	974, two-horse covered carriage.
Oliver A. Beeler.....	899, ⁰⁰⁰ .
Henry Atwood.....	780, four-horse wagon.
	1,170, six times a week May 1 to November 1, three times a week residue.
E. A. Kingsley, (after time)----	1,200.
	1,600, for service invited. (Received May 6, 1859.)

ROUTE No. 12570.

From Marysville to Colusi, 26 miles, and back, twice a week.

Bidders' names.	Sum per annum.
James E. Carr.....	\$1,600.
H. L. Hinds.....	1,500, ⁰⁰⁰ .
James Haworth, President California Stage Co.....	1,000, two-horse coach.
David Nye, jr.....	890, ⁰⁰⁰ .
Samuel J. Fitch.....	600, two-horse coach.
	600, two-horse coach three times a week, schedule proposed.
	600, two-horse coach.
	600, two-horse coach.
	500, two-horse stage coach three times a week May 1 to January 1.

ROUTE No. 12571.

From Murphy's to Carson Valley, 87 miles, and back, once a week.

Bidders' names.	Sum per annum.
George W. Wheeler & Wm. H. Lamb.....	\$18,985, four-horse coach, except from December 1 to June 1, 1860, when service is to be discontinued.

Bidders' names.	Sum per annum.
A. Anderson.....	\$14,925, two-horse coach; withdrawn.
Geo. Wheeler & Wm. H. Lamb..	11,950.
A. Anderson.....	9,585, withdrawn.
Jackson Prouty.....	6,500, ***.
	6,500, ***.
Josiah T. McLellan	6,000, ***.
J. Dillon & Co.....	5,500, ***.
T. J. Matteson	5,420, four-horse coach from May 1 to December 1.
N. & J. T. McLellan	4,680, ***.
George W. Swann.....	3,473.
George S. Stone.....	1,440.

ROUTE No. 12572.

From Nevada City to La Porte 55 miles, and back, weekly.

Bidders' names.	Sum per annum.
Richard Brown.....	\$3,500.
R. C. Gaines.....	2,500.
James E. Carr.....	2,400.
James Haworth, President California Stage Co.....	3,000, four-horse coach to Orleans Flats, residue horse.
Peabody & Points.....	2,750, ***.
Jacob L. Beam.....	1,985, ***.
Henry Ollis	1,600, ***.
Thomas J. Bowers	14,000.
James Haworth, President California Stage Co.....	987, four-horse coach, to end at Orleans Flats.
(After time.)	
John T. Boley.....	5,000, ***. (Received May 6, 1859.)
Richard Brown.....	2,500. (Received February 14, 1860.)

ROUTE No. 12573.

From Nevada City to Washington, 18 miles, and back, twice a week.

Bidders' names.	Sum per annum.
John W. Thomas.....	\$2,148, ***.
James Haworth, President California Stage Co.....	1,500, two-horse coach.
H. L. Hinds	1,200, ***.
	1,375, three times a week, ***.

ROUTE No. 12574.

From Sacramento City to Petaluma, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Benj. F. Peabody & William F. Points	\$5,750, ***. Sacramento to San Francisco, via Petaluma, twice a week, distance 125 miles.
John W. Thomas.....	4,434, ***.
N. B. Mullville.....	3,450, ***. distance 110 miles, proposed schedule.
David Q. Adams.....	3,000, schedule proposed.
	4,000, ***.
Benj. F. Peabody & William F. Points	2,900, ***.
H. L. Hinds	2,394, two-horse stage, distance 70 miles; department to arrange schedule so as to give 64 hours time.
	5,840, three times a week.
Smith Brown.....	1,800, four-horse coach, omitting Santa Rosa.
	4,000, three times a week.
N. P. Ingalls	1,195, four-horse coach, distance 85 miles, omit Santa Rosa.

Bidders' names.	Sum per annum.
N. P. Ingalls.	\$1,490, three times a week.
J. M. Thompson.	1,700, stage part and horse part, distance 110 miles ; schedule proposed.
Jonas McKenzie.	875, four-horse coach to Napa City, two-horse coach residue.
	1,175, four horse coach to Napa City, two-horse coach three times a week.
	1,550, six times a week May 1 to January 1, three times a week residue, schedule proposed ; distance 90 miles.
(After time.)	
Charles J. Robinson.	2,300, two-horse wagon, 90 miles. (Received May 6, 1859.)
Smith Brown.	1,800, four-horse coach, 85 miles. (Received May 6, 1859.)
N. P. Ingalls.	1,195, four-horse coach. (Received May 6, 1859.)
	1,490, three times a week. (Received May 6, 1859.)

ROUTE No. 12575.

From Sacramento City to Clear Lake, — miles, and back, twice a week to Coachville,
and once a week residue.

Bidders' names.	Sum per annum.
Ypsilanti Holland.	\$3,840, ⁰⁰⁰ , schedule proposed, distance 130 miles.
Hervey George.	3,600.
N. B. Mulville.	3,500, ⁰⁰⁰ , distance 75 miles, schedule proposed.
Diggs & Lutton.	3,300, ⁰⁰⁰ .
Frank F. Frost.	3,000, schedule proposed, distance 108 miles.
Samuel N. Merring.	2,500, two-horse coach as far as Coachville.
Benj. F. Peabody & William F. Points.	2,470, ⁰⁰⁰ .
Jacob L. Beam.	2,350, ⁰⁰⁰ .
Jared Irwin.	2,350, ⁰⁰⁰ .
George S. Stone.	1,950, ⁰⁰⁰ , 120 miles.
Henry Peyton.	1,920, two-horse stage as far as Coachville, schedule proposed.
John Randolph.	1,900.
James H. McCarty.	1,500, to Lower Lake.
	1,998, ⁰⁰⁰ , distance 85 miles.
Jonas McKenzie.	1,475, two-horse coach to Coachville, schedule pro- posed ; 120 miles.
George W. Swan.	1,094, ⁰⁰⁰ .
	1,494, three times a week.
	400, additional for additional trip to Coachville.

ROUTE No. 12576.

From Sacramento City to Georgiana, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Jacob L. Beam.	\$1,200, ⁰⁰⁰ , schedule proposed.
N. B. Mulville.	1,200, ⁰⁰⁰ , distance 22 miles, proposed schedule.
G. H. Harvey.	890, ⁰⁰⁰ , schedule proposed.
Benj. F. Peabody & W. F. Points.	850, ⁰⁰⁰ .
William Lutton.	750, in two or four-horse hack when practicable.

ROUTE No. 12577.

From San Francisco to San José, 44 miles, and back, three times a week

Bidders' names.	Sum per annum.
John Yontz.	\$9,975.
	4,775, ⁰⁰⁰ .

Bidders' names.	Sum per annum.
John Yontz.....	3,125, ⁰⁰⁰ , schedule changed.
	1,475, ⁰⁰⁰ , schedule changed.
	1,800, ⁰⁰⁰ , schedule changed.
Sam'l J. Hensley.....	4,000, steamboat and stage.
Charles W. McLaughlin, (after time)	4,000, ⁰⁰⁰ . (Received May 16, 1859.)

ROUTE No. 12578.

From San Francisco to San Rafael, 19 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Colister	\$2,500, steamboat to Point San Quinton, and stage the residue.
	600, stage, commence at San Quinton.
	750, stage, three times a week.
	900, stage, six times a week.
Walter A. Skidmore	590, boat and horse.
H. L. Hinds	1,000, ⁰⁰⁰ .
Marvin Tift	600, steamboat and stage.

ROUTE No. 12579.

From San Francisco to Tomales, 80 miles, and back, once a week.

Bidders' names.	Sum per annum.
John Colister	\$1,000, San Rafael to Tomales, once a week; stage in lieu of boat advertised.
Walter A. Skidmore	990, boat and horse.

ROUTE No. 12579 a.

From San Francisco to Union, 30 miles, and back, once a week, in boats.

Bidder's name.	Sum per annum.
B. F. Mann.....	\$1,600, ⁰⁰⁰ , six times a week; Oakland to Union.

ROUTE No. 12581.

From San Juan to Los Angeles, 400 miles, and back, once a fortnight.

Bidders' names.	Sum per annum.
B. F. Mann	\$29,600, ⁰⁰⁰ , twice a week.
James Thompson	25,000, once a week, covered wagon.
Holms Downing	21,000, ⁰⁰⁰ , weekly.
James Thompson.....	21,000, covered wagon.
Jackson Prouty	15,500, ⁰⁰⁰ , once a week.
	15,500, ⁰⁰⁰ , once a week.
B. F. Mann	14,600, ⁰⁰⁰ .
Robert Stone	11,000, once a week.
James Thompson.....	10,800, once a week.
Jno. R. Comfort.....	10,000.
Hugh L. Hinds.....	9,943, ⁰⁰⁰ .
	6,000 additional to run once a week.
Jackson Prouty	9,500, ⁰⁰⁰ .
	9,500, ⁰⁰⁰ .
John Yontz.....	8,995, buggies.
	6,975, ⁰⁰⁰ .
	9,975, ⁰⁰⁰ , omitting.
	8,995, ⁰⁰⁰ , schedule changed and branch mail.
	14,995, two-horse coach, schedule changed.
	13,995, two-horse coach, schedule changed, omitting branch.
	16,775, two-horse stage.

Bidders' names.	Sum per annum.
John Yontz	11,995, schedule changed.
Robert Stone.....	8,000.
Ipsilanti Holland.....	7,950, ***.
James Thompson.....	7,900.
M. C. Ireland	7,250, hack or ***.
Pearson & Redding	7,000.
	9,000, once a week.
Holms Downing.....	7,000, ***.
Richard Lambert.....	5,400, two-horse coach.
Andrew Baker	5,200, ***.
	8,500, ***, once a week.
	5,200.
Geo. S. Stone.....	4,600.
James M. Phillips	2,000, ***.
	3,400, ***, once a week.
James T. Clark, (after time)....	9,000. (Received May 6, 1859.)

ROUTE No. 12582.

From San Francisco to Trinity, 350 miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
Charles J. Robinson	\$14,490, steamboat to Petaluma, thence steamboat to Cloverdale, horse the residue.
Theodore D. Felt.....	13,000, Healdsburg to Union, once a week.
J. W. Henderson.....	12,000, Petaluma to Uniontown, horse or coach to Cloverdale, horse or coach, at option of contractor, the residue.
	11,500, horse or coach, once a week, Healdsburg to Uniontown.
Boggs & Neal	9,950, commence at Healdsburg, through in six days.
Geo. W. Swan.....	9,945, ***, covered stage when practicable.
	5,995 additional to run once a week.
Sivier Tracy & Co.....	9,900, ***, once a week, Healdsburg to Uniontown, schedule proposed.
Davis & Sivier	9,800, once a week, Healdsburg to Uniontown, schedule proposed.
Henry C. Allen	8,000, ***, Petaluma to Uniontown, schedule proposed.
John H. Morrison	8,000, once a week, Healdsburg to Uniontown, schedule proposed.
Loops & Bates	7,792, for part from Petaluma to Uniontown, schedule proposed.
Richard Lambert.....	7,100, once a week, Healdsburg to Uniontown.
Jared Irwin	6,000, ***.
James F. Denny	5,550, once a week, Petaluma to Uniontown, schedule proposed.
	5,150, once a week to Healdsburg.
Herman Bomeister.....	4,989, ***, once a week to Petaluma.
	2,011 additional to extend 75 miles to Crescent city via Trinidad.
Jno. Evans	2,850, ***, Crescent city to Uniontown.
J. F. M. Rockafelter, (after time)....	14,900, two-horse covered wagon, schedule proposed.
	(Received May 6, 1859.)
	14,900. (Received May 6, 1859.)

ROUTE No. 12583.

From Shasta to Yreka, 125 miles, and back, once a week.

Bidders' names.	Sum per annum.
Noble & Cowles.....	\$7,200, vice Kelters & Co.
Jacob L. Beam.....	6,875, ***, twice a week.
A. E. Rayner & H. Hardsworth	4,950, wagon or coaches.
	6,900, twice a week.

Bidders' names.	Sum per annum.
James Haworth, president of the California Stage Company-----	3,500, twice a week. 3,450, twice a week, omitting Chumtown. 2,750. 2,700, omit Chumtown.
William Lullanny-----	2,390, once a week, two-horse stage to Kenyon's Ferry; horse to Soda Springs; four-horse coach residue. 3,100, twice a week. 1,900, twice a week, running <i>via</i> Keller's, &c.

ROUTE No. 12584.

From Shasta to Swanville, Utah, 120 miles, and back, once a fortnight.

Bidders' names.	Sum per annum.
Painter, Snyder & Vary-----	\$6,000, ***. 8,000, once a week.
James Haworth, president of the California Stage Company-----	4,000, once a week.
Nixon & Weatherlon-----	3,500, ***, once a week.
Joseph F. Smith-----	3,500.
James Haworth, president of the California Stage Company-----	3,000.
James E. Carr-----	2,900.
Nixon & Weatherlon-----	2,000, ***. 2,000, ***.

ROUTE No. 12585.

From Sonora to Mount Ophir, 60 miles, and back, twice a week.

Bidders' names.	Sum per annum.
Simon Ewing-----	\$2,850, two-horse coach, three times a week. 2,850, two-horse coach, three times a week with extra charge. 1,350, two-horse coach, three times a week; end at La Grange. 1,350, two-horse coach, three times a week; end at La Grange.
A. B. Talley-----	2,600, ***.
J. M. Thompson-----	1,400.

ROUTE No. 12586.

From Stockton to Mariposa, 90 miles, and back, three times a week.

Bidders' names.	Sum per annum.
H. L. Hinds-----	\$6,493, ***.
J. Irwin-----	4,350, ***.
W. J. Jones-----	3,200.
Samuel Fisher-----	2,400, two-horse wagon.
J. Dillon & Co-----	2,250, two-horse coach. 950, two-horse coach from Knight's Ferry, as invited.

ROUTE No. 12587.

From Suisun City to Nourse's Landing, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Milton Cutler-----	\$200, Suisun City to Denvertown.
Jonas McKenzie-----	190, schedule proposed.
Samuel Stewart-----	100, nine miles' schedule.

ROUTE No. 12588.

From Trinidad to Yreka, 170 miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
William J. Stevens.....	\$7,000, pack animals.
B. P. McConnaha.....	6,000, horse or mule.
James E. Carr.....	5,100.
James A. Lockett.....	5,000.
Spear Fort.....	4,750.
Lockett & Collins.....	4,500, through in seven days.
H. M. Hart.....	4,500.
Asa Howard.....	4,444.
Robert Baker & Co.....	4,300.
	5,500, embracing service on 12589.
Lemuel B. Gilkey.....	3,930.
Bernard Norhemier.....	} 4,200.
Ferdinand F. Marx.....	
Herman Bomeister.....	3,990, ooo .
	2,500, end at Orleans.
James F. Denney.....	2,900.
Putman L. Ayres.....	3,900.
Theodore C. Williams.....	3,850.
A. D. Couch.....	3,367.
Silas J. Jett.....	3,000.
Asa Couch.....	1,885, for part to Orleans.
	1,685, commence at Orleans.
	2,617, commence at Orleans, once a week.
Lucket & Collins.....	1,600, for part beyond Sanger's Bar, twice a week.
James F. Denney.....	1,400, schedule proposed ; end at Orleans.

ROUTE No. 12589.

From Uniontown to Orleans, 65 miles, and back, once a fortnight.

Bidders' names.	Sum per annum.
Robert Baker & Co.....	\$5,500, embracing 12588.
William C. Martin.....	3,200, once a week.
James E. Carr.....	2,400.
Robert V. Husband.....	2,050, once a week.
John H. Cushing.....	1,920, once a week.
James F. Denney.....	1,750, once a week.
Loop & Bates.....	1,740, once a week, ooo ; schedule proposed.
Isaac Miner.....	1,690.
John H. Cushing.....	1,430.
Robert V. Husband.....	1,350.
B. P. McConnaha.....	1,200, horse or mule.
James F. Denney.....	1,150.

ROUTE No. 12590.

From Weaverville to Cañon City, 16 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Haworth, president of the California Stage Company....	\$1,200.
James E. Carr.....	900.
(After time.)	
Ellis Flowers.....	900, distance 16 miles. (Received May 6, 1859.)
J. M. Fisher.....	700. (Received May 6, 1859.)

WASHINGTON.

From July 1, 1859, to July 1, 1862.

ROUTE No. 12758.

From Olympia to Astoria, 140 miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
Sydney S. Ford.....	\$8,500, ***.
Wm. R. Goodell	4,800, ***, end at Oysterville.
A. G. Henry.....	4,500.
	6,500, once a week.
	3,000, to Oysterville once in two weeks.
	4,500, to Oysterville once a week.
Thomas J. Carter.....	4,000, horse and boats, end at Oysterville.
Jno G. Hyatt & Thos. G. Richards	3,500, for part to Oysterville, once a week.

ROUTE No. 12759.

From Astoria to Williams, 55 miles, and back, once a week.

Bidders' names.	Sum per annum.
A. G. Henry.....	\$750, combine 12758 and 12760, Astoria to Olympia once a week, omit Bois Fort; will include Bois Fort for \$1,500 additional, conditional. No guaranty nor certificate.
Job Langley	3,500.
Hyatt & Richards.....	2,950.
	2,325, once in two weeks.
Mark W. & Seth Ballard.....	2,400, sail-boat to Lumsly, and horse residue.
Wm. Littlejohn	2,000, schedule changed, horse and boats.
Mark W. & Seth Ballard.....	1,950, once in two weeks to Job Lumsly's; in sail-boats to Willard's house.

ROUTE No. 12760.

From Oysterville to Bois Fort, 70 miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
Hyatt & Richardson.....	\$3,550, ***.
	2,900, for invited service
Seth & Mark W. Ballard.....	1,795, boats to Fort Willopa, and horse residue.
Wm. F. Harris	1,600, ***, for part beyond Fort Willopa.
Charles D. Soule.....	1,400.
A. G. Henry	1,000, once in two weeks to Willopa, conditional.
	1,500, once a week to Willopa, conditional.
Mark W. & Seth Ballard.....	1,000, for part beyond Fort Willopa, once a week.

ROUTE No. 12761.

From Steilacoom City to Camp Montgomery, 10 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jno. G. Hyatt & Thos. G. Richards	\$1,500, ***.
James E. Williamson	350, ***.
Charles Stewart	240.
Robert Thompson.....	200.
John W. McCarty	182.

ROUTE No. 12762.

From Olympia to Coal Bank, 25 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hyatt & Richards.....	\$1,950, ⁰⁰⁰ .
A. J. Burr.....	1,400, ⁰⁰⁰ .
Wm. B. Goodell.....	1,000, ⁰⁰⁰ .
Wm. W. Plumb.....	936.
Jesse Martin.....	699.
A. S. Yantis.....	545.

ROUTE No. 12763.

From Fort Colville to Cœur d'Aléne Mission, 140 miles, and back, twice a month, covered wagons.

Bidders' names.	Sum per annum.
Geo. S. Curry & A. F. Hedges.....	\$15,000, coach or covered wagon.
J. G. Hyatt & Thos. G. Richards.....	8,500, covered wagon.
Henson L. Bell.....	6,400, covered wagon.

ROUTE No. 12764.

From Whatcom (Bellingham bay) to Fort Colville, 300 miles, and back, once a fortnight.

Bidder's name.	Sum per annum.
Hyatt & Richards.....	\$9,950, ⁰⁰⁰ .

ROUTE No. 12765.

From Port Gamble to Sebee, 18 miles, and back, once a week.

Bidders' names.	Sum per annum.
Joseph H. Laub.....	\$1,500, ⁰⁰⁰ .
Hyatt & Richards.....	1,500.
H. Y. Ludington.....	975, ⁰⁰⁰ .

ROUTE No. 12766.

From Cathlamet to Bois Fort, 40 miles, and back, once a week.

Bidders' names.	Sum per annum.
Jno. G. Hyatt & Thos. G. Richards.....	\$2,450, ⁰⁰⁰ .
Conrad Miller.....	2,200, ⁰⁰⁰ .
Jared S. Hurd.....	2,000, ⁰⁰⁰ .
Richard Hoyt.....	2,000.

ROUTE No. 12767.

From Port Townsend to New Dungenness, 20 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hyatt & Richards.....	\$1,550, ⁰⁰⁰ .
J. A. H. Harned.....	1,500, ⁰⁰⁰ .
Charles M. Bradshaw.....	1,200.
Henry Webber.....	1,000, ⁰⁰⁰ .

ROUTE No. 12768.

From Steilacoom City to Seattle, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Carson & Kincaid.....	\$3,200, ⁰⁰⁰ .
Joseph T. Turner.....	2,400.
Jonathan S. Jaquith.....	2,400, twice a week.

Bidders' names.	Sum per annum.
Hyatt & Richards.....	1,950, 000.
Hillery Butler.....	2,950, 000, twice a week.
	1,400.
Charles Stewart.....	2,500, twice a week.
	1,000.

ROUTE No. 12769.

From Vancouver to Pekin, 35 miles, and back, once a week.

Bidders' names.	Sum per annum.
Hyatt & Richards.....	\$1,850, 000.
Silas Gullihier.....	2,500, 000.
Wm. Bratton.....	1,200, boat and horse. No certificate.
Edwin B. Smith.....	900, 000.

ROUTE No. 12770.

From Steilacoom City to Fort Walla-Walla, 250 miles, and back, twice a month.

Bidders' names.	Sum per annum.
Armstrong & Frankel.....	\$30,000, horse and snow shoes.
Estes & Shelton.....	24,949, pack horses.
Hennis & Coulter.....	24,500.
Lyle & Hanved.....	16,000.
Henson S. Bell.....	14,800.
R. M. Walker.....	14,800, 000.
Wm. McLivcas.....	11,978.
Franklin Kennedy.....	10,000, on pack animals, and four-horse coach after wagon-road is made.
Jonathan S. Jaquith.....	10,000.
Hyatt & Richards.....	8,550, 000.
George L. Curry & Absalom F. Hedges.....	8,000.
Antonio B. Robinson.....	7,000.
Allen & May.....	6,000, 000.

ROUTE No. 12771.

From Seattle to St. Paul, 1,800 miles, and back, twice a month in covered wagon or post coaches.

Bidders' names.	Sum per annum.
A. L. Lovejoy, A. F. Hedges & G. S. Curry.....	\$500,000, covered wagon or post coaches.
George Culver.....	400,000.
	350,000, commence at Fort Walla-Walla in 22 days.
	250,000, 000, or
	175,000, for letter mail alone on horse.
H. P. Isaacs.....	350,000, 000, commence at Dalles.
Benjamin McCulloch.....	136,000, in covered coaches, (three when required.)

OREGON.

July 1, 1859, to July 1, 1862.

ROUTE No. 12714.

From Port Oxford, Cal., to Winchester, 175 miles, and back, once a week.

Bidders' names.	Sum per annum.
Perry B. Maple.....	\$5,970, distance 170 miles, schedule proposed.
	4,440, once in 2 weeks, distance —.
Freeman G. Lockhart.....	3,687, 000, once in two weeks, schedule proposed.
Alex. Blakely & Wm. H. Peebler, (after time).....	3,500. (Received March 27, 1858.)

ROUTE No. 12715.

From Salt Lake city, Utah, to Roseburgh, 750 miles, and back, twice a month in covered wagons or post coaches.

Bidders' names.	Sum per annum.
Philip O. Reilly, A. J. Thayer, and A. R. McConnell	\$175,000, ⁰⁰⁰ , post coach or covered wagons.
Walter Ferrard	160,000, covered wagons or post coaches.
Mathews, Morford & Myers	124,500, post coach.
E. S. Alvard	120,000, embracing service 12716, four-mule covered wagon with guard.
G. L. Curry & A. F. Hedges	115,000.
H. M. Hutchinson	88,000, coach or covered wagon.
Alex. P. Ankeney	87,050, coach or covered wagon.
Jas. Foster	80,000, four-mule coach.
B. F. Ficklin	43,000, covered wagon.
Ben. McCulloch	36,000, covered coaches, (three when mail requires.)
Freeman G. Lockhart	78,000, ⁰⁰⁰ , no fines or deductions to be made for trips lost from attacks by hostile Indians.
F. G. Lockhart, (after time) ...	78,000, ⁰⁰⁰ , conditional. (Received May 6, 1859.)

ROUTE No. 12716.

From Salt Lake city, Utah, to Wascopum, (the Dalles,) 750 miles, and back, twice a month, in covered wagons or post coaches.

Bidders' names.	Sum per annum.
Philip O. Reilly, A. J. Thayer, and A. R. McConnell	\$150,000, ⁰⁰⁰ , or post coach or covered wagon.
McQueen, Mulholland & Locke ..	125,000, spring or post coach.
Morford, Myers & Mathews	124,500, post coach.
George L. Curry & A. F. Hedges ..	115,000, coach or covered wagon.
James Foster	85,000, four-mule post coach.
Orlando Humason	84,000, covered wagon or post coach.
John M. Forrest & John Monroe ..	75,000, covered wagon or post coach.
Horace B. Smith	74,500.
	74,500.
Josiah L. Parish	68,990, covered wagon or post coach.
Bradford & May	64,000, covered wagon or post coach.
E. S. Alvard	63,000, in covered spring wagon or coach with guard.
Wm. Logan	59,800, covered wagon or coach.
E. S. Alvard	63,000, in covered spring wagon with guard.
Ben. McCulloch	58,000, in covered coaches, (two when needed.)
B. F. Ficklin	49,000, covered coach, (three when needed.)
John Green	100,000, covered mail wagon.

ROUTE No. 12717.

From Roseburgh to Empire City, 100 miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
G. W. Hoover & G. W. Williams ..	\$2,950, horse.
Freeman G. Lockhart	2,400, ⁰⁰⁰ .
	3,400, once a week.
Daniel Giles	2,500, pack animals.
	3,500, once a week.
Wm. T. Perry	2,350.
George Hammand	1,888, additional schedule time.
Perry B. Marple	1,540, ⁰⁰⁰ .
Shipman & Crouch, (after time) ..	3,400, ⁰⁰⁰ . (Received May 6, 1859.)

ROUTE No. 12718.

From Astoria to Salem, 110 miles, and back, once in two weeks.

Bidders' names.	Sum per annum.
John Badolet	\$6,300, <i>via</i> Forest Grove and Lafayette.
Job Lamley	6,000, once a week, <i>via</i> Forest Grove, Tualitin, Wapato, Lake, and Lafayette.
A. J. McCuan and A. R. McConnell	4,990, once a week, embracing service on 12721
John Badolet	4,000, <i>via</i> Forest Grove, Wapato, and Lafayette.
Job Lamley	4,500, <i>via</i> Forest Grove, Tualitin, &c.
Richard Hoyt	4,000.
	6,000, once a week, <i>via</i> office on military road.
John M. Forest	3,000.
John F. Abbott	2,500, once a week, <i>via</i> Forest Grove, Wapato, Lafayette, Lake, Dayton, Amity, and Bethel.

ROUTE No. 12719.

From Salem to Grand Round, Reservation Agency, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Edmund Marsh	\$975, *** , embracing service on 12720.
Andrew J. Doak	595.
Walter Forward	900.
Bartholomew Loden	800.
Wm. Hamilton	600.
Robbins & Keen	600.
Wm. Hall	490.

ROUTE No. 12720.

From Salem to Franklin Butte, 30 miles, and back, once a week.

Bidders' names.	Sum per annum.
Walter Forward	\$700, horse or vehicle.
Wm. Hamilton	600.
Martin Smith	500, commence at Santium.

ROUTE No. 12721.

From Salem to Tillamook bay, — miles, and back, once a week.

Bidders' names.	Sum per annum.
James L. Ladd	\$1,975.
Pursell & Harvey	1,950, distance 100 miles ; schedule proposed

ROUTE No. 12722.

From Lafayette to Grand Round, Reservation Agency, 30 miles, and back, once a week

Bidders' names.	Sum per annum.
John F. Abbott	\$1,000, ***.
John N. Thomas	1,000, ***.
Wm. S. Ayres	800.
Thos. Pursell	600.
Wm. Hall	390.

ROUTE No. 12723.

From Jacksonville to Westgate, 28 miles, and back, once a week.

Bidders' names.	Sum per annum.
James Haworth, President California Stage Company	\$2,000.

Bidders' names.	Sum per annum.
Issachar Williams.....	880.
Chuggage & Drum.....	800, ⁰⁰⁰ .
Obadiah D. Haxie.....	800, ⁰⁰⁰ .
Geo. T. Ledford and Hugh C. Clawson.....	800.
Jesse Robinson.....	696.

NEW MEXICO.

From July 1, 1859, to July 1, 1862.

ROUTE No. 12853.

From Las Cruces to Tucson, — miles, and back, once a week.

Bidders' names.	Sum per annum.
Wm. McGrooty.....	\$30,000, ⁰⁰⁰ , schedule, 350 miles.
Eugene Leonart and Augustin Marvin.....	18,900, ⁰⁰⁰ , schedule, &c.

ROUTE No. 12854.

From Tucson to San Diego, — miles, and back, twice a month.

ROUTE No. 12855.

From Albuquerque to Visalia, 1,200 miles, and back, once a month.

Bidders' names.	Sum per annum.
Geo. Chorpening.....	\$77,500, ⁰⁰⁰ , or 110,000, twice a month, or 187,000, once a week schedule.
Thomas S. Rogers.....	80,000, ⁰⁰⁰ .
Thomas F. Bowler.....	70,000, six-mule coach, twice a month, through in 30 days. 54,000, six-mule coach, schedule.
Felipe Chaves and Manuel Otero.	30,000, ⁰⁰⁰ .
Thomas F. Bowler.....	3,500, Albuquerque to Fort Defiance, 170 miles, in four days, twice a month. 3,000, Albuquerque to Fort Stanton.

ROUTE No. 12856.

From Albuquerque to Fort Stanton, 140 miles, and back, once a fortnight.

Bidders' names.	Sum per annum.
Geo. A. King.....	\$8,000, once a week, ⁰⁰⁰ .
Wm. B. Stapp.....	5,000, once a week, ambulance, schedule proposed. 3,000, once a week, schedule proposed.
Thos. F. Bowler.....	2,200. 4,400, once a week.
Francis Hanning.....	2,000.
C. W. Beach, (after time).....	3,500, twice a month, carriage. 5,500, once a week. No guaranty nor certificate. (Re- ceived April 18, 1859)

ROUTE No. 12857.

From Albuquerque to Fort Defiance, 160 miles, and back, once a fortnight.

Bidders' names.	Sum per annum.
Francis and Chas. F. Hanning---	\$2,500.
Thos. F. Bowler-----	2,250.
	4,300, once a week.

ROUTE No. 12858.

From Fort Union to Fernandez de Taos, 65 miles, and back, once a fortnight.

Bidders' names.	Sum per annum.
Robert Carey-----	\$2,000, once a week, ^{ooo} .
Theodore Mignault-----	1,400, once a week, mules; schedule.
Robert Carey-----	1,200, ^{ooo} .
Thos. F. Bowler-----	800.
	1,600, once a week; schedule expresses 75 miles.
Frank M. Metzger-----	750.
José Y. Gracio de Luna-----	600.

ROUTE No. 12859.

From La Messilla to La Meza, 12 miles, and back, weekly.

Bidder's name.	Sum per annum.
Thos. F. Bowler-----	\$500.
	750, through to Los Cruces in same time.
	1,400, through to Los Cruces in same time.

ROUTE No. 12860.

From Santa Fé to San Antonio, (Los Corejos,) 150 miles, and back, once a fortnight.

Bidders' names.	Sum per annum.
Thos. F. Bowler-----	\$2,500.
	5,000, once a week, schedule proposed.
Geo. H. Estes-----	2,000, "Uncle buck."
Lafayette Head-----	800.
	1,500, once a week.
(After time.)	
M. A. Martines-----	1,144. (Received April 18, 1859.)
Gabino Archuleta-----	2,995, once a week, distance 192 miles.
	1,395.

ROUTE No. 12861.

From Taos (Fernandez de) to Fort Massachusetts, 115 miles, and back, once a fortnight.

Bidders' names.	Sum per annum.
Theodore Mignault-----	\$1,200, mule and horse, once a week; gives schedule.
Thos. F. Bowler-----	1,000, once a week, Fort Garland; schedule proposed, distance 75 miles.
Randolph Loeb-----	800.
Robert Carey-----	850.
	1,300, once a week.

ROUTE No. 12862.

From Tucson to Fort Buchanan, 100 miles, and back, once a fortnight.

Bidders' names.	Sum per annum.
Palatine Robinson-----	\$8,000, once a week, four-horse coach.
	15,000, twice a week, including route 12863.
G. B. Ashe & M. Wordsworth----	1,900.
C. H. Merritt & R. S. Lord-----	1,800, ^{ooo} , once a week.
	1,000, ^{ooo} .

ROUTE No. 12863.

From Tucson to Aqua Caliente, (Fort Buchanan,) 100 miles, and back, once a fortnight.

Bidders' names.	Sum per annum.
Palatine Robinson	\$8,000, once a week, four-horse coach.
Jesse Sutton	15,000, twice a week, including route 12862.
	3,400, two-horse wagon, once a week.
	2,500, horse.
Moses Blearson	2,900, once a week.
Jesse Pendleton	2,800, once a week, two-horse wagon.
	2,000, horse, by Sopori, Tubac, &c.
Thos. Duckey	2,000, two-horse coach.
Merritt & Lord	1,800, once a week, ⁰⁰⁰ .
F. G. Ashe & N. C. Wordsworth.	1,495, Tucson to Tubac, once a week.
C. H. Merritt & R. S. Lord	1,000, ⁰⁰⁰ .
Friar & Doss	500, once a week, two-horse wagon.

No. 2.

Report of land and water mails ordered during the fiscal year ended June 30, 1859.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
10917. From Fairfield, Iowa, to Chariton, 86 miles, and back, six times a week.	E. S. Alvord.....	Four-horse coaches, with certainty, celerity and security.	\$6,490 00	From July 1, 1858, to June 30, 1862.	July 8, 1858	Accepted bidder failed to put route in operation. See curtailments, July 8, 1858.
11072. From Chariton, Iowa, to Plattsmouth, 145 miles, and back, six times a week.	-----do-----	Two-horse coaches, with certainty, celerity and security.	8,000 00	-----do-----	-----do-----	Do.
8213. From Simmsport, La., to Atchafalaya, 20 miles, and back, once a week.	W. A. Robertson ----	Not specified.....	425 00	From Jan 1, 1859, to June 30, 1862.	-----do-----	
6177. From Kingstree, S. C., to Potato Ferry, 17 miles, and back, once a week.	W. G. Cantley -----	-----do-----	88 00	From July 1, 1858, to June 30, 1859.	July 9, 1858	
10100a. From Blountsville, Tenn., to Union Depot, 6½ miles, and back, six times a week.	G. B. McClellan -----	Two-horse hacks....	475 00	From July 15, 1858, to June 30, 1862.	July 10, 1858	
10661a. From Caledonia, Mo., to Blairsville, 7 miles, and back, three times a week.	W. E. Eversole -----	Not specified.....	145 00	From July 1, 1858, to June 30, 1862.	July 12, 1858	
10979a. From Dubuque, Iowa, to Manchester, 47.8 miles, and back, six times a week.	Dubuque and Pacific Railroad Company.	Railroad.....	2,390 00	-----do-----	July 13, 1858	
6178. From Powell's Store, S. C., to Brightsville, 5½ miles, and back, once a week.	W. Steen.....	Not specified.....	26 00	From July 1, 1858, to June 30, 1859.	-----do-----	
12064. From Cincinnati, O., to Illinois town, Ill., 341 miles, and back, thirteen times a week.	Ohio and Mississippi Railroad Company.	Railroad.....	76,725 00	From July 1, 1858, to June 30, 1862.	July 16, 1858	

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
5324. From Estillville, Va., to Stony Creek, 13 miles, and back, once a week.	C. B. Smith -----	Not specified -----	\$125 00	From Aug. 2, 1858, to June 30, 1859.	July 16, 1858	
5638. From Ocracoke, N. C., to Hatteras, 20 miles, and back, once a week.	R. R. Quidley -----	-----do-----	360 00	From Aug. 12, 1858, to June 30, 1859.	-----do-----	
3374a. From Curwinsville, Pa., to Lumber City, 6 miles, and back, twice a week.	A. K. Wright -----	-----do-----	90 00	From July 1, 1858, to June 30, 1860.	July 17, 1858	
5304. From Sweet Spring, Va., to River Station, 28 miles, and back, daily.	Harman, Brown & Co. -----	-----do-----	100 00	During watering season.	-----do-----	
3123. From Moslem, Pa., to Pricetown, 5 miles, and back, once a week.	Samuel Dum -----	-----do-----	55 00	From April 1, 1858, to June 30, 1860.	-----do-----	
12272. From Halbert's Bluff, Iowa, to Scotland, 24 miles, and back, once a week.	J. W. Freeman -----	-----do-----	175 00	From July 26, 1858, to June 30, 1859.	-----do-----	
12273. From Washington, Ia., to Portersville, 17 miles, and back, once a week.	G. W. McCafferty -----	-----do-----	115 00	From July 31, 1858, to June 30, 1859.	-----do-----	
13564. From St. Cloud, Min., to Fort Abercrombie, 170 miles, and back, once a week.	Allen & Chase -----	-----do-----	1,500 00	From Aug. 9, 1858, to June 30, 1862.	-----do-----	
3149a. From Bethany, Pa., to East Mount Pleasant, 12 miles, and back, three times a week.	W. R. McLaury -----	-----do-----	215 00	From July 29, 1858, to June 30, 1859.	July 26, 1858	

7003. From Montgomery, Ala., to Greenborough, 96 miles, and back, daily.	Hill, Taylor & Timberlake	Four-horse coaches.	13,000 00	From July 1, 1858, to June 30, 1862.	-----do-----	Accepted bidder failed to commence service; contract ordered with Hill & Co. See curtailments, July 26, 1858.
5326. From Martinsville, Va., to Rocky Mount, 31 miles, and back, twice a week.	S. Dearing-----	Not specified-----	308 00	From Aug. 2, 1858, to June 30, 1859.	-----do-----	
7149. From Selma, Ala., to Summerfield, 9 miles, and back, six times a week.	J. H. Callaway-----	With certainty, celerity, and security.	300 00	From Aug. 2, 1858, to June 30, 1862.	-----do-----	Accepted bidder failed to commence service; contract ordered with J. H. Callaway. See curtailments, July 26, 1858.
10942. From Iowa City, Iowa, to Des Moines, 125 miles, and back, six times a week.	E. S. Alvord-----	Four-horse coaches.	9,375 00	From July 1, 1858, to June 30, 1862.	-----do-----	Accepted bidder failed to commence service. See curtailments, July 26, 1858.
9617. From Stanford, Ky., to Albany, 87 miles, and back, six times a week to Somerset, three times a week residue.	Irvine & Hawkins. --	Four-horse coaches to Somerset; two-horse coaches to Monticello; with certainty, celerity, and security residue of route.	5,000 00	From Aug. 1, 1858, to June 30, 1862.	-----do-----	Accepted bidder failed to commence service. See curtailments, July 26, 1858.
9618. From Danville, Ky., to London, 60 miles, and back, three times a week.	Irvine & Hawkins. --	Four-horse coaches to Crab Orchard; with certainty, celerity, and security residue of route.	3,000 00	From July 1, 1858, to June 30, 1862.	-----do-----	Do.
12571. From Kalamazoo, Mich., to Alean, 27 miles, and back, six times a week.	W. G. Patterson-----	Four-horse coaches.	770 00	-----do-----	Aug. 5, 1858	Accepted bidder failed to commence service. See curtailments, Aug. 5, 1858.

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
13038. From Broadhead, Wis., to Avon, 8 miles, and back, twice a week.	J. Young-----	Not specified-----	\$64 00	From July 27, 1858, to June 30, 1862.	Aug. 5, 1858	
10487. From Madison, Mo., to Middle Grove, 7 miles, and back, twice a week.	M. Harley-----	-----do-----	125 00	From Aug. 14, 1858, to June 30, 1862.	-----do-----	
7129. From Trion, Ala., to Elyton, 36 miles, and back, three times a week.	S. Garner-----	-----do-----	800 00	From July 1, 1858, to June 30, 1862.	Aug. 6, 1858	Accepted bidder failed to commence service. See curtailments, August, 6, 1858.
11099. From Clayton, Iowa, to Elkador, 15 miles, and back, three times a week.	N. Alexander-----	Two-horse coaches.	500 00	From Aug. 16, 1858, to June 30, 1862.	Aug. 7, 1858	
13508. From St. Paul, Min., to Crow Wing, 162 miles, and back, six times a week; to Falls of St. Anthony, three times a week residue, with three additional weekly trips between Falls of St. Anthony and Sauk Rapids from April 15 to November 15 in each year.	Allen & Chase-----	Four-horse coaches.	5,995 00	From July 1, 1858, to June 30, 1862.	-----do-----	Accepted bidder failed to commence service. See curtailments, August 7, 1858.
11736. From Atlanta, Ill., to Pekin, 39 miles, and back, three times a week.	P. E. Davis-----	With certainty, celerity, and security.	999 00	-----do-----	-----do-----	Do.
11636. From Raleigh, Ill., to Elizabethtown, 38 miles, and back, once a week.	D. Jones-----	Not specified.	239 00	From August 1, 1858, to June 30, 1862.	-----do-----	Do.

7036. From Hanover, Ala., to Rockford, 7 miles, and back, once a week.	A. White-----	-----do-----	35 00	From July 31, 1858, to June 30, 1862.	Aug. 12, 1858	
9522a. From Payne's Depot, Ky., to Georgetown, 6 miles, and back, six times a week.	R. S. Hopkins-----	Two-horse coaches.	200 00	From Aug. 24, 1858, to June 30, 1862.	Aug. 13, 1858	
7470. From Juka, Miss., to Columbus, 116 miles, and back, daily.	Hill, Taylor & Timberlake.	Four-horse coaches	13,000 00	From July 1, 1858, to June 30, 1862.	-----do-----	Accepted bidder failed to commence service. See curtailments Aug. 13, 1858.
12524. From Los Angeles, Cal., to San Pedro, 28 miles, and back, three times a month.	P. Banning-----	Four-horse coaches	600 00	From July 5, 1858, to June 30, 1862.	Aug. 17, 1858	Accepted bidder failed to commence service. See curtailments, Aug. 17, 1858.
12701. From Astoria, Or., to Oregon City, 144 miles, and back, twice a week.	R. Hoyt-----	Steamboat-----	8,100 00	From July 1, 1858, to June 30, 1862.	-----do-----	Do.
7413a. From Columbus, Miss., to Shasta, 134 miles, and back, six times a week.	Hill, Taylor & Timberlake.	Four-horse coaches	2,058 00	From July 1, 1858, to June 30, 1859.	-----do-----	Temporary service.
12548. From Placerville, Cal., to Georgetown, 18 miles, and back, twice a week.	John S. Lamb-----	Two-horse stages, with certainty, celerity, and security	1,194 00	From July 1, 1858, to June 30, 1862.	Aug. 21, 1858	Accepted bidder failed to commence service. See curtailments Aug. 21, 1858.
12543. From Marysville, Cal., to Shasta, 134 miles, and back, six times a week.	California Stage Company.	Four-horse coaches	8,000 00	-----do-----	-----do-----	Do.
12550. From Placerville, Cal., to Indian Diggins, 36 miles, & back, three times a week.	John S. Lamb-----	Two-horse stages, with certainty, celerity, and security	2,394 00	-----do-----	-----do-----	Do.
12751. From Portland, Wash. Ter., to Wascopum, 130 miles, and back, three times a week.	Olmstead & Co.-----	Steamboats-----	4,000 00	-----do-----	-----do-----	Do.
12534. From Sacramento City, Cal., to Stockton, 50 miles, and back, three times a week.	Robert B. Ratcliff-----	Two-horse stages---	1,796 00	-----do-----	-----do-----	Do.

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
12535. From Sacramento City, Cal., to Mokelumne Hill, 55 miles, and back, six times a week.	Green, Crouch & Hamilton.	Four-horse coaches	\$3,375 00	From July 1, 1858, to June 30, 1862.	Aug. 21, 1858	Accepted bidder failed to commence service. See curtailments, Aug. 21, 1858.
12529. From Stockton, Cal., to Columbus, 70 miles, and back, six times a week, from May 1 to December 1, three times a week residue of year.	Dillon, Dooly & Stevens.	Four-horse coaches	4,950 00	do.....do.....	do.....	Do.
12540. From Sacramento City, Cal., to Marysville, 45 miles, and back, six times a week.	California Stage Company.	Steamboats and four-horse coaches	4,500 00	do.....do.....	do.....	Do.
12539. From Sacramento City, Cal., to Nevada City, 65 miles, and back, six times a week.	do.....do.....	Four-horse coaches	4,500 00	do.....do.....	do.....	Do.
12537. From Sacramento City, Cal., to Coloma, 63 miles, and back, daily.	Brady & Sunderland.	do.....do.....	4,000 00	do.....do.....	do.....	Do.
12536. From Sacramento City, Cal., to Georgetown, 62 miles, and back, six times a week.	do.....do.....	do.....do.....	5,000 00	do.....do.....	do.....	Do.
12531. From Stockton, Cal., to Mariposa, 94 miles, and back, three times a week.	A. N. & S. Fisher.	do.....do.....	6,000 00	do.....do.....	do.....	Do.
5155a. From Pittsylvania C. H., Va., to Spring Garden, 8 miles, and back, twice a week.	M. Burnett.	Not specified.....	90 00	From September 18, 1858, to June 30, 1859.	Aug. 25, 1858	Do.

7412. From Canton, Miss., to Grand Junction, Tenn., 196 miles, and back, daily.	Mississippi Central Railroad Co.	Railroad and four-horse coaches.	51, 200 00	From August 1, 1858, to June 30, 1859.	-----do-----
5076. From Morgantown, Va., to Burton, 41 miles, and back, once a week.	John E. Dent-----	Not specified-----	200 00	From Sept. 6, 1858, to June 30, 1859.	Aug. 27, 1858
4901a. From Mount Laurel, Va., to Providence, 7 miles, and back, twice a week.	Martin Canada-----	-----do-----	70 00	From Aug. 20, 1858, to June 30, 1859.	-----do-----
5885. From Washington, N. C., to Portsmouth, 80 miles, and back, twice a week.	Wm. E. Dernill-----	-----do-----	100 00	During watering season.	-----do-----
3531. From Bellefonte, Pa., to Pine Grove Mills, 15 miles, and back, three times a week.	R. D. Cummings & J. Dunlop.	-----do-----	400 00	From Sept. 1, 1858, to June 30, 1859.	Aug. 28, 1858
10697. From St. Louis, Mo., to Mexico, 110 miles, and back, six times a week.	North Missouri Railroad Company.	Railroad-----	11, 000 00	From Oct. 1, 1858, to June 30, 1862.	Aug. 31, 1858
10698. From Mexico, Mo., to St. Joseph, 235 miles, and back, six times a week.	Isaac C. Beman-----	Four-horse coaches	47, 000 00	From Oct. 1, 1858, to June 30, 1862.	-----do-----
5817a. From Bald Creek, N. C., to Bald Creek, 12 miles, and back, once a week.	David Proffitt-----	Not specified-----	50 00	From Sept. 25, 1858, to June 30, 1859.	Sept. 4, 1858
4955a. From Burntville, Va., to Lombardy Grove, 22 miles, and back, twice a week.	A. Boyd & J. L. Scoggin	-----do-----	112 00	From Sept. 14, 1858, to June 30, 1859.	Aug. 6, 1858
5327. From Baptist Valley, Va., to Peerysville, 26½ miles, and back, once a week.	Parian Collins-----	-----do-----	94 75	From Oct. 6, 1858, to June 30, 1859.	-----do-----
426. From Troy, Vt., to Bar- ton, 21 miles, and back, six times a week.	Fred. Flint-----	-----do-----	100 00	From Sept. 15, 1858, to June 30, 1861.	-----do-----

Contractors failed. See curtailments, Aug. 27, 1858.

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
12509. From Detroit, Mich., to Ontonagon, 650 miles, and back, twice a week during season of navigation.	S. & A. Turner, owners of steamer North Star; Bidwell, Banta & Co., owners of steamer City of Cleveland; S. McKnight, owner of steamer Illinois.	Steamers.....	\$1,300 00	From April 23, 1858, to Sept. 25, 1858.	Aug. 7, 1858	Contractor on this route failed. See curtailments Sept. 7, 1858. New arrangement made by Special Agent Workden at \$100 the round trip; 13 round trips performed.
13172. From Racine, Wis., to Yorkville, 13 miles, and back, three times a week.	Davis & More.....	With certainty, certainty, and security.	300 00	From Oct. 1, 1858, to June 30, 1862.	Sept. 7, 1858	
8205a. From Columbus, La., to Sabinetown, Tex., 5 miles, and back, three times a week.	Nelson Taylor.....	Not specified.....	138 00	From ———, to June 30, 1862.	Sept. 9, 1858	Never went into operation.
10173. From Waverly, Tenn., to Lexington, 60 miles, and back, once a week.	R. F. Jarrell.....	do.....	493 00	From Sept. 30, 1858, to June 30, 1862.	Sept. 10, 1858	
5887. From Jefferson, N. C., to Horse Creek, 15 miles, and back, once a week.	Stephen Elliott.....	do.....	26 00	From ———, to June 30, 1859.	Sept. 13, 1858	Date of commencement not reported.
5886. From Hillsboro', N. C., to Oaks, 13 miles, and back, three times a week.	Abner Conklin	do.....	134 00	From Sept. 4, 1858, to June 30, 1859.	Sept. 14, 1858	
3414a. From Washington, Pa., to Wheeling, Va., 32½ miles, and back, six times a week.	Trustees of the Hempfield Railroad Co.	Railroad	3,234 00	From Oct. 1, 1858, to June 30, 1860.	-----do-----	
13173. From Argyle, Wis., to Monroe, 16 miles, and back, three times a week.	Daniel S. Hawley.....	Not specified.....	300 00	From Sept. 1, 1858, to June 30, 1862.	Sept. 15, 1858	

10411a. From Lookout, Mo., to Versailles, 33 miles, and back, three times a week.	G. Campbell	do	850 00	From Oct. 1, 1858, to June 30, 1862.	Sept. 16, 1858	
11637. From Raleigh, Ill., to Mt. Vernon, Ia., 36 miles, and back, once a week.	William Burkhardt	do	299 00	From Aug. 6, 1858, to June 30, 1862.	do	Accepted bidder failed to commence service. See curtailments, Sept. 16, 1858.
12757. From Wascopum, Oregon, to Fort Colville, Wash. Ter., 350 miles, and back, once a week.	A. H. Robie	do	3,500 00	From ———, to June 30, 1862.	do	Date of commencement not reported.
12676. From Marquette, Mich., to Kewenau Bay, 70 miles, and back, once a week during suspension of navigation.	Daniel M. Whitney	do	700 00	From ———, to June 30, 1862.	Sept. 24, 1858	Do.
6885. From Madison, Fla., to Thomasville, Ga., 46 miles, and back, three times a week	Wm. E. Howell	do	1,188 00	From Oct. 18, 1858, to June 30, 1859.	Sept. 21, 1858	
13097. From Mill Haven, Wis., to Grand Rapids, 45 miles, and back, six times a week.	Davis & More	Four-horse coaches from April 15 to November 15, residue of year with certainty, celerity, and security.	700 00	From July 1, 1858, to June 30, 1862.	Sept. 28, 1858	Accepted bidders failed to commence the service. See curtailments, Sept. 28, 1858.
13107. From Kilbourne City, Wis., to Stephen's Point, 70 miles, and back, three times a week.	do	With certainty, celerity, and security.	980 00	From Aug. 15, 1858, to June 30, 1862.	do	Do.
13112. From Fox Lake, Wis., to Montello, 27 miles, and back, twice a week.	do	do	520 00	From Oct. 7, 1858, to June 30, 1862.	do	Do.

* Amount estimated, \$35 the round trip. Accepted bidder failed to commence the service. See curtailments, September 20, 1858.

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
13140. From Berlin, Wis., to Stephen's Point, 60 miles, and back, six times a week.	Davis & More-----	With certainty, celerity, and security.	\$1,790 00	From Sept. 1, 1858, to June 30, 1862.	Sept. 28, 1858	Accepted bidders failed to execute contracts, and abandoned service. See curtailments, Sept. 28, 1858.
13141. From Berlin, Wis., to Waupaca, 36 miles, and back, three times a week.	-----do-----	Two-horse coaches.	700 00	-----do-----	-----do-----	Do.
13153. From Waupaca, Wis., to Plover, 29 miles, and back, once a week.	-----do-----	With certainty, celerity, and security.	280 00	-----do-----	-----do-----	Do.
13503. From St. Paul, Min., to La Crosse, 174 miles, and back, six times a week during suspension of navigation.	J. C. Berbank-----	Four-horse stages--	98,855 00	From -----, to June 30, 1862.	Oct. 1, 1858	Date of commencement not reported.
6551. From Plains of Dura, Ga., to Bottsford, 15 miles, and back, twice a week.	P. W. Hawkins-----	Not specified-----	150 00	From Oct. 23, 1858, to June 30, 1859.	Oct. 8, 1858	
8258. From Bastrop, La., to Ion, 50 miles, and back, twice a week.	J. H. Stevens-----	-----do-----	700 00	From July 1, 1858, to June 30, 1862.	-----do-----	Accepted bidder failed to commence the service. See curtailments, Oct. 8, 1858.
13627. From Sioux Agency, Min., to Fort Ridgely, 12 miles, and back, twelve times a week.	H. W. Moore-----	-----do-----	144 00	From Sept. 14, 1858, to June 30, 1862.	-----do-----	
10444. From Williamsburg, Mo., to Bowling Green, 48 miles, and back, once a week to Wellsville, three times a week residue of route.	Bennett & Rodgers--	Not specified to Wellsville, two-horse coaches residue of route.	1,225 00	From Oct. 22, 1858, to June 30, 1862.	Oct. 9, 1858	

5328. From Norfolk, Va., to Petersburg, 81½ miles, and back, daily.	Norfolk and Petersburg Railroad Co.	Railroad	8, 150 00	From Oct. 18, 1858, to June 30, 1859.	Oct. 14, 1858	
11501. From Chicago, Ill., to State Line, 45 miles, and back, twelve times a week.	Chicago and Milwaukee Railroad Co.	do	4, 500 00	From Oct 1, 1858, to June 30, 1862.	Oct. 16, 1858	
11501. From State Line, Ill., to Milwaukee, 40 miles, and back, twelve times a week.	Milwaukee and Chicago Railroad Co.	do	4, 000 00	do	do	
11503. From Chicago, Ill., to Freeport, 121 miles, and back, twelve times a week.	Galena and Chicago Union Railroad Co.	do	12, 100 00	do	do	
11504. From Chicago, Ill., to Fulton, 136 miles, and back, twelve times a week.	do	do	13, 600 00	do	do	
11506. From Chicago, Ill., to Bloody Island, 284¾ miles, and back, 12 times a week.	St Louis, Alton, and Chicago Railroad Co.	do	28, 475 00	do	do	
11513. From Terre Haute, Ind., to Bloody Island, Ill., 188 miles, and back, twelve times a week.	Terre Haute, Alton, and St. Louis Railroad Co.	do	18, 800 00	do	do	
7405. From Vicksburg, Miss., to Rocky Springs, 27 miles, and back, three times a week.	Thos. R. Knowland	Not specified	670 00	From Aug. 13, 1858, to June 30, 1862.	do	Accepted bidder failed to commence the service. See curtailments, Oct. 16, 1858.
7121. From Bridgeville, Ala., to Fairfield, 25 miles, and back, twice a week.	John Goldsmith	do	70 00	From July 1, 1858, to June 30, 1862.	Oct. 18, 1858	
5888. From Salisbury, N.C., to Statesville, 26 miles, and back, daily.	Western North Carolina Railroad Co.	Railroad	1, 300 00	From Oct. 25, 1858, to June 30, 1859.	do	
12561. From Sonoma, Cal., to Haystack, 6 miles, and back, three times a week.	Charles Minturn	Not specified	400 00	From Sept. 20, 1858, to June 30, 1862.	Oct. 19, 1858	

c Amount estimated, service being paid for by the round trip.

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
12501. From Detroit, Mich., to Chicago, 282½ miles, and back, twelve times a week.	Mich. Central Railroad Company.	Railroad	\$14,125 00	From Oct. 1, 1858, to June 30, 1862.	Oct. 19, 1858	
11505. From Chicago, Ill., to Rock Island, 181 miles, and back, twelve times a week.	Chicago and Rock Island Railroad Co.	do	18,100 00	do	do	
11510. From Chicago, Ill., to Burlington, 211 miles, and back, twelve times a week.	Chicago, Burlington, and Quincy Railroad Company.	do	21,100 00	do	do	
11513. From Joliett, Ill., to Lake Station, 45 miles, and back, six times a week.	Mich. Central Railroad Company.	do	2,250 00	do	do	
11515. From La Salle, Ill., to Peoria, 62 miles, and back, six times a week.	Chicago and Rock Island Railroad Co.	do	3,100 00	do	do	
12502. From Detroit, Mich., to Grand Rapids, 157½ miles, and back, twelve times a week.	Detroit and Milwaukee Railroad Co.	do	15,725 00	do	do	
9530. From Nicholasville, Ky., to Danville, 23 miles, and back, six times a week.	Irvine & Hawkins	Four-horse coaches	2,500 00	From July 1, 1858, to June 30, 1862.	Oct. 20, 1858	Accepted bidder failed to commence service. See curtailments, Oct. 20, 1858.
6067. From Grahamville, S. C., to Bluffton, 25 miles, and back, once a week.	John H. Mickler	Not specified	300 00	From Nov. 10, 1858, to June 30, 1859.	Oct. 23, 1858	
10101a. From Blountsville, Tenn., to Morall's Mills, 5½ miles, and back, three times a week.	D. H. Morall	Two-horse hacks	275 00	From Nov. 18, 1858, to June 30, 1862.	Oct. 26, 1858	

4942. From Hamlin, Va., to Ballardsville, 30 miles, and back, once a week.	James H. Webb -----	Not specified-----	160 00	From Feb. 10, 1859, to June 30, 1859.	-----do-----	
15004. From Westport, Mo., to Spring Hill, Kansas, 30 miles, and back, once a week.	John Sprague -----	With certainty, certainty, and security.	260 00	From Nov. 26, 1858, to June 30, 1862.	Oct. 27, 1858	Accepted bidder failed to commence service. See curtailments, Oct. 27, 1858.
10645. From Eminence, Mo., to Thomasville, 40 miles, and back, once a week.	Daniel S. Osborn ----	Not specified-----	178 50	From Sept. 7, 1858, to June 30, 1862.	Oct. 29, 1858	Accepted bidder failed to execute contract or keep the service.
10412. From Jefferson City, Mo., to Tuscumbia, 34 miles, and back, three times a week.	Wm. M. Hackney ---	Two-horse coaches.	900 00	From Nov. 15, 1858, to June 30, 1862.	Oct. 30, 1858	See curtailments, Oct. 29, 1858.
13587. From Brownsville, Minn., to Prairie du Chien, Wis., 65 miles, and back, twice a week.	J. O. Sawyer-----	Not specified-----	945 00	-----do-----	Nov. 1, 1858	
6552. From Etowah, Ga., to Etowah Depot, 3.8 miles, and back, twelve times a week.	Etowah Railroad Co--	Railroad-----	190 00	From Oct. 1, 1858, to June 30, 1859.	Nov. 2, 1858	
2810. From Branchville, N. J., to Deckertown, 11 miles, and back, twice a week.	Jacob B. Hough-----	Not specified-----	150 00	From Oct. 27, 1858, to June 30, 1860.	-----do-----	
11079. From Quincy, Iowa, to Lewis, 30 miles, and back, once a week.	J. & J. W. Jones -----	-----do-----	180 00	From Nov. 23, 1858, to June 30, 1862.	Nov. 3, 1858	
13628. From Winnebago City, Minn., to Fairmount, 18 miles, and back, once a week.	Benson C. Hinkle-----	-----do-----	286 00	From Dec. 1, 1858, to June 30, 1859.	-----do-----	
1452. From Dunkirk, N. Y., to South Stockton, 13 miles, and back, three times a week.	Truman Todd-----	-----do-----	350 00	From Oct. 1, 1858, to June 30, 1861.	Nov. 5, 1858	
6883. From Baldwin, Fla., to Walker's Mills, 146 miles, and back, six times a week.	Mason, Dibble & Harte.	Four-horse coaches.	23,000 00	From -----, -----, to June 30, 1859.	Nov. 17, 1858	Date of commencement not reported.

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
10010. From Nashville, Tenn., to Memphis, 489 miles.	-----	Steamers -----	\$850 00	During the month of July, 1858.	Nov. 26, 1858	Service recognized as performed by steamer "Alvin Adams," on July 12, 1858, one trip between Memphis and Cairo, at \$200. One trip by steamer "Moses McLellan," on July 14, 1858, between Cairo and Memphis, at \$100; also, on July 21, one trip, at \$100; also one trip, on July 22, 1858, between Memphis and Cairo, at \$100; also, on July 28, 1858, between Cairo and Memphis, one trip, \$100; also one trip, on July 29, 1858, between Memphis and Cairo, at \$150. One trip by steamer "Southerner," on July 23, 1858, between Cairo and Memphis, at \$100.
13629. From Swan River, Min., to Long Prairie, 30 miles, and back, once a week.	James Martin -----	Not specified -----	400 00	From Jan. 1, 1859, to June 30, 1862.	Dec. 17, 1858	

10471a. From La Grange, Mo., to Monticello, 14 miles, and back, three times a week.	Thomas M. Howard...	Two-horse coaches.	200 00	From Jan. 4, 1859, to June 30, 1862.	Dec. 21, 1858	
7469. From Mobile, Ala., to West Point, Miss., 232 miles, and back, six times a week.	Mobile and Ohio Railroad Company.	Railroad.....	23,200 00	From Oct. 1, 1858, to June 30, 1862.	Dec. 22, 1858	
8278. From Vienna, La., to Eldorado, 62 miles, and back, twice a week.	John H. Cornish.....	Not specified.....	1,600 00	From July 1, 1858, to June 30, 1862.	-----do-----	Accepted bidder failed to execute contract or to commence the service. See curtailments, Dec. 22, 1858.
13004. From Milwaukie, Wis., to Columbus, 65½ miles, and back, six times a week.	Milwaukie, Watertown, and Baraboo Railroad Co.	Railroad.....	3,275 00	From January 1, 1859, to June 30, 1862.	Dec. 23, 1858	
7997. From Memphis, Ark., to Madison, 40 miles, and back, six times a week.	Memphis and Little Rock Railroad Co.	-----do-----	3,000 00	-----do-----	-----do-----	
7619. From New Orleans, La., to Gainesville, Miss., 120 miles, and back, once a week.	W. J. Poitevent.....	Steamboat.....	3,000 00	From February 12, 1859, to June 30, 1862.	Dec. 28, 1858	Former contractor failed. See curtailments, December 28, 1858.
13008. From Racine, Wis., to Freeport, 101 miles, and back, six times a week.	Racine and Mississippi Railroad Co.	Railroad.....	5,050 00	From January 1, 1859, to June 30, 1862.	Dec. 29, 1858	
8163. From New Orleans, La., to Cairo, Ill., 1,075 miles, and back, daily from November 1 to July 1, three times a week, residue of year.	-----	Steamboat.....	1,200 00	During month of July, 1858.	Dec. 30, 1858	Route not let. Service recognized as performed by Frank Carter, from Cairo, to New Orleans, between 9th and 13th July, 1858, at \$200. Also by John J. Roe & Co., from Cairo to New Orleans, between 3d and 8th July, 1858, at \$200; between 5th and 9th

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
6886. From Magnolia Mills, Fla., to Chesuwiskia, 10 miles, and back, once a week.	Daniel Tucker-----	Not specified-----	\$50 00	From December 28, 1858, to June 30, 1859.	Dec. 31, 1858	July, at \$200; between 8th and 12th July, 1858, at \$200; between 21st and 26th July, 1858, at \$200; and between 25th and 30th July, 1858, at \$200.
13610. From Henderson, Minn., to Green Lake, 75 miles, and back, once in two weeks.	Fred. Duhn-----	-----do-----	980 00	From -----, to June 30, 1862.	Jan. 5, 1859	Date of commencement not reported.
7218. From Sparta, Ala., to Andalusia, 37 miles, and back, twice a week.	Josiah Jones-----	Two-horse hacks --	910 00	From February 22, 1859, to June 30, 1862.	Jan. 8, 1859	
10699. From Fayette, Mo., to Renwick, 25 miles, and back, six times a week.	John Duncan-----	Not specified-----	1,250 00	From February 7, 1859, to June 30, 1859.	Jan. 11, 1859	
13630. From Henderson, Minn., to Fort Ridgely, 50 miles, and back, once a week.	J. C. Dickenson-----	-----do-----	500 00	From January 1, 1859, to June 30.	-----do-----	
11578. From Lowell, Ill., to Pontiac, 37 miles, and back, once a week.	A. J. Fulwiler-----	-----do-----	320 00	From January 1, 1859, to June 30, 1862.	Jan. 13, 1859	Former contractor failed. See curtailments, January 13, 1859.
1453. From Marietta, N. Y.,	D. J. Babcock-----	-----do-----	60 00	From January 24,	Jan. 20, 1859	

to Amber, 2 miles, and back, six times a week. 1454. From Huntingdon, N. Y., to Fresh Pond, 8 miles, and back, six times a week.	Caleb Ketchem.....	-----do-----	150 00	1859, to June 30, 1861. From February 1, 1859, to June 30, 1861.	Jan. 22, 1859	
8528. From Harrisburg, Tex., to Richmond, 32 miles, and back, six times a week. 12591. From Sacramento city, Cal., to Folsom city, 22 miles, and back, twelve times a week.	Buffalo Bayou, Brazos and Colorado Railroad Co. J. Mora Moss, trustee of the Sacramento Valley Railroad Co.	Railroad----- -----do-----	1,600 00 3,300 00	From January 1, 1859, to June 30, 1862. From March 15, 1859, to June 30, 1862.	Jan. 25, 1859 -----do-----	
7217. From Sparta, Ala., to Burnt Corn, 24 miles, and back, twice a week.	James M. Crosby	Not specified-----	300 00	From January 17, 1859, to June 30, 1862.	Jan. 27, 1859	
6498. From Knoxville, Ga., to Talbotton, 37 miles, and back, once a week.	John E. Torrence.....	-----do-----	364 00	From Jan. 31, 1859, to June 30, 1859.	Feb. 3, 1859	Former contractor failed. See curtailments February 3, 1859.
6497. From Knoxville, Ga., to Thomaston, 28 miles, and back, twice a week.	-----do-----	-----do-----	624 00	-----do-----	-----do-----	Do.
3811. From Georgetown, Del., to Snow Hill, 47 miles, and back, three times a week.	Thomas B. Sipple.....	Two-horse coaches-----	1,700 00	From Feb. 15, 1859, to June 30, 1860.	-----do-----	Do.
11541a. From Columbus, Mo., to Warrensburg, 11 miles, and back, twice a week.	George S. Hedges....	Not specified-----	130 00	From Feb. 18, 1859, to June 30, 1862.	-----do-----	
6520. From Milford, Ga., to Newton, 12 miles, and back, once a week.	W. E. McCullers.....	-----do-----	100 00	From -----, -----, to June 30, 1859.	-----do-----	Former contractor failed. Date of commencement not reported.
1033. From Newburgh, N. Y., to Middle Hope, 4 miles, and back, twice a week.	F. T. Flagher.....	-----do-----	65 00	From Jan. 1, 1859, to June 30, 1861.	Feb. 10, 1859	
6554. From Camilla, Ga., to Gum Pond, 15 miles, and back, twice a week.	Wright Sellers	-----do-----	100 00	From Feb. 4, 1859, to June 30, 1859.	-----do-----	

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
11566. From Kankakee depot, Ill., to Chelsea, 38 miles, and back, twice a week.	W. N. Dusenbury-----	Not specified-----	\$450 00	From Feb. 8, 1859, to June 30, 1862.	Feb. 12, 1859	Former contractor failed. See curtailments Feb. 12, 1859.
11571. From Kankakee depot, Ill., to Plata, 20 miles, and back, once a week.	-----do-----	-----do-----	104 00	-----do-----	-----do-----	Do.
3948. From Magnolia, Md., to Hickory Tavern, 19 miles, and back, six times a week.	John Doyle-----	Two-horse coaches.	500 00	From Feb. 22, 1859, to June 30, 1860.	Feb. 17, 1859	Former contractor failed. See curtailments Feb. 17, 1859.
1464. From Cooperstown, N. Y., to Fort Plain, 28 miles, and back, six times a week; Springfield to be supplied three times a week, by horse, from Springfield Centre.	A. A. Kendall & Co-----	-----do-----	500 00	From April 17, 1859, to June 30, 1860.	-----do-----	
10179a. From Jackson, Tenn., to Cairo, Ill., 108 miles, and back, six times a week, or daily, if cars so run, as far as Columbus, Ky.	Mobile and Ohio Railroad Company.	Railroad to Columbia, Ky., steamboat to Cairo, Ill.	19,425 00	From Dec. 22, 1858, to June 30, 1862.	Feb. 21, 1859	
10179. From Grand Junction, Tenn., to Jackson, 46 $\frac{1}{10}$ miles, and back, six times a week, or daily if cars so run.	Mississippi Central and Tennessee Railroad Company.	Railroad-----	8,156 75	From Jan. 1, 1859, to June 30, 1862.	-----do-----	
9597. From Merham's Cross Roads, Ky., to Booneville, 42 miles, and back, once a week.	Henry Faubus-----	Not specified-----	229 00	From March 21, 1859, to June 30, 1862.	Feb. 22, 1859	See curtailments Feb. 22, 1859.
4000. From Kingston, Md., to Shelltown, 11 miles, and back, once a week.	Stephen Colbourne-----	-----do-----	60 00	From March 29, 1859, to June 30, 1860.	Feb. 26, 1859	

3567. From Philadelphia, Pa., to West Chester, 29½ miles, and back, twelve times a week.	West Chester and Philadelphia Railroad Company.	Railroad.....	1,463 00	From March 1, 1859, to June 30, 1860.	-----do-----	
7035. From Webster, Ala., to Rockford, 12 miles, and back, three times a week.	W. O. Hutchinson....	Four-horse coaches	450 00	From July 1, 1858, to June 30, 1862.	April 15, 1859	Order of Dec. 10, 1858, discontinuing this route revoked.
11717. From Naples, Illinois, to Quincy, 56 miles, and back, six times a week, to Perry; three times a week residue of route.	Theodore Kellogg....	Two-horse hack to Perry; horse residue.	2,000 00	From March 20, 1859, to June 30, 1862.	April 22, 1859	Former contractor abandoned the service. See curtailments, April 22, 1859.
11623. From Mount Vernon, Illinois, to Metropolis City, 94½ miles, and back, once a week.	Joseph P. Bowker....	Not specified.....	838 00	From May 10, 1859, to June 30, 1862.	-----do-----	Do.
11830. From Carrollton, Illinois, to Carlinville, 37 miles, and back, twice a week.	Henry H. Walker....	-----do-----	447 50	From April 25, 1859, to June 30, 1862.	April 26, 1859	Former contractor abandoned the service. See curtailments, No. 11708, April 26, 1859.
11833. From Verden, Illinois, to Carrollton, 50 miles, and back, once a week.	J. T. Hunt and W. H. Anderson.	-----do-----	545 00	From April 20, 1859, to June 30, 1862.	April 29, 1859	Former contractor abandoned the service. See curtailments, No. 11653, April 29, 1859.
11831. From Carrollton, Illinois, to Rockport, 38 miles, and back, once a week.	Henry Vinton.....	-----do-----	370 00	From April 27, 1859, to June 30, 1862.	-----do-----	Former contractor abandoned the service. See curtailments, No. 11709, April 29, 1859.
11882. From Carrollton, Illinois, to Pleasant Hill, 37 miles, and back, once a week.	-----do-----	-----do-----	360 00	From April 25, 1859, to June 30, 1862.	-----do-----	Former contractor abandoned the service. See curtailments, No. 11710, April 29, 1859.

No. 2—Continued.

Route.	Contractor's name.	Mode of transportation.	Amount to be paid	Term of service.	Date of order.	Remarks.
12554. From Centreville, Michigan, to White Pigeon, 12 miles, and back, six times a week.	Samuel F. Goss.....	Not specified.....	\$300 00	From May 1, 1859, to June 30, 1862.	April 29, 1859	
3369. From Clearfield, Pennsylvania, to Kylertown, 15 miles, and back, twice a week.	Joseph H. Jones.....	do.....	200 00	From May 1, 1859, to June 30, 1860.	do.....	Former contractor deceased. See curtailments, April 29, 1859.
10691. From Benton, Missouri, to Commerce, 8 miles, and back, twice a week.	William Myers.....	do.....	58 00	From May 13, 1859, to June 30, 1862.	do.....	
11576. From North Fork, Illinois, to Danville, 20 miles, and back, once a week.	R. G. Foster.....	do.....	150 00	From April 28, 1859, to June 30, 1862.	May 5, 1859	Former contractors abandoned the service. See curtailments, May 5, 1858.
11577. From Danville, Illinois, to Prospect City, 43 miles, and back, once a week.	do.....	do.....	300 00	From May 2, 1859, to June 30, 1862.	do.....	Do.
11575. From Jordan, Illinois, to North Fork, 8 miles, and back, once a week.	Sam'l Frankeberger..	do.....	40 00	From April 26, 1859, to June 30, 1862.	May 11, 1859	
10414. From Jefferson City, Missouri, to Little Piney, 71 miles, and back, once a week.	Christopher Wagner..	do.....	600 00	From May 11, 1859, to June 30, 1862.	do.....	

9647. From Glasgow, Kentucky, to Hardinsburg, 95 miles, and back, once a week.	William Feaman.....	-----do-----	875 00	From June 13, 1859, to June 30, 1862.	May 13, 1859	Former contractors abandoned the service. See curtailments, May 13, 1859.
3366a From Clarion, Pa., to Meadville, 53 miles, and back, six times a week.	Joseph Evans	With certainty, celerity, and security.	2,493 00	From Mar. 1, 1859, to June 30, 1860.	May 19, 1859	Former contractor failed. See curtailments May 19, 1859.
11573. From Onargo, Ill., to Iroquoise, 25 miles, and back, six times a week to Middleport, twice a week residue of route.	George W. Hoyle	Not specified.....	850 00	From May 11, 1859, to June 30, 1862.	May 25, 1859	Former contractors abandoned the service. See curtailments May 25, 1859.
11676. From Rushville, Ill., to Burlington, 69 miles, and back, once a week to Macomb, three times a week residue of route.	James S. Penny	-----do-----	1,134 00	From June 1, 1859, to June 30, 1862.	May 28, 1859	Former contractor abandoned the service. See curtailments May 28, 1859.
7654. From Vicksburg, Miss., to Garver's Landing, 205 miles, and back, once a week.	William Porterfield ..	Steamboats	1,256 00	From July 1, 1859, to June 30, 1862.	June 1, 1859	
11536. From Harlem, Ill., to Roscoe, 7 miles, and back, once a week.	Zapher H. Adams.....	Not specified.....	40 00	From May 20, 1859, to June 30, 1862.	-----do-----	
3117a. From Allentown, Pa., to Reading, 36 miles, and back, six times a week.	East Penn. Railroad Company.	Railroad	1,080 00	From July 1, 1859, to June 30, 1860.	June 8, 1859	
9387. From St. Mary's, Ohio, to Fort Wayne, 58 miles, and back, three times a week.	James Wall.....	Two-horse coaches.	900 00	From May 19, 1859, to June 30, 1860.	June 11, 1859	Former contractor failed. See curtailments June 11, 1859.
7009. From Montgomery, Ala., to Jacksonville, 125 miles, and back, daily to Wetumpka, three times a week from Wetumpka to Talladega, and daily residue of route.	Devine & Kennedy ..	Four-horse coaches to Wetumpka, buggy, Wetumpka to Talladega, 4-horse coaches residue of route.	7,000 00	From June 22, 1859, to June 30, 1862.	-----do-----	Do.

No. 2—Continued.

Route	Contractor's name.	Mode of transportation.	Amount to be paid.	Term of service.	Date of order.	Remarks.
7065. From Rome, Ga., to Elyton, Ala., 132 miles, and back, three times a week, with branch from Rome, Ga., by Coosa, and Missionary Station to Cedar Bluff, Ala., and back, daily.	Devine & Kennedy	Horse or buggy from Rome to Elyton as mails may require. 4-horse coaches on branch route.	\$6,500 00	From June 25, 1859, to June 30, 1862.	June 11, 1859	Former contractor failed. See curtailments June 11, 1859.
12590. From Grand Haven, Mich., to Milwaukee, Wis., 75 miles, and back, six times a week.	Detroit and Milwaukee Railway Co.	Steamboats	(^c)	From June 9, 1859, to close of navigation.	June 14, 1859	At rate of \$1,500 per annum.
1465. From Avon, N. Y., to Mt. Morris, 16 miles, and back, six times a week.	Geneseo Valley Railroad Company.	Railroad	500 00	From July 1, 1859, to June 30, 1861.	June 22, 1859	
1466. From Mt. Morris, N. Y., to Groveland, 7 miles, and back, three times a week.	Patterson Hendershot.	Not specified	90 00	From July 4, 1859, to June 30, 1861.	-----do-----	
10170. From Clarksville, Tenn., to Nashville, 52 miles, and back, once a week.	Herriford & Slaughter.	-----do-----	750 00	From July 3, 1859, to June 30, 1862.	-----do-----	Former contractor abandoned the service. See curtailments June 22, '59.
13017. From Kenosha, Wis., to Geneva, 36 miles, and back, once a week.	Patrick Kelly	-----do-----	225 00	From June 20, 1859, to June 30, 1862.	June 25, 1859	
11094. From Fort Dodge, Iowa, to Sioux City, 156½ miles, and back, once in two weeks.	William P. Logan	-----do-----	870 00	From Aug. 1, 1859, to June 30, 1862.	-----do-----	Former contractor failed. See curtailments June 25, 1859.

No. 3.

REPORT

OF

ADDITIONAL ALLOWANCES MADE TO CONTRACTORS

DURING

THE FISCAL YEAR ENDED JUNE 30, 1859.

No 3.—*Report of additional allowances made to*

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
5285. From Martinsville to Patrick C. H., Va.	J. Stoops.....	Once a week; mode not specified.	33	\$200 00
7027. From Oak Bowery to Notasulga, Ala.	N. Renfre	Twice a week; mode not specified.	27½	244 00
5288. From News Ferry to Chalk Level, Va.	J. H. James	-----do-----	36	400 00
6104. From Simsville to Spartanburg, S. C.	Wood & Harvey..	Three times a week; mode not specified.	48½	1,571 00
6018. From Marion C. H., to Bennettsville, S. C.	Stuckey & Rogers..	Once a week; mode not specified.	65¾	369 00
6813. From Newnansville to Otsena Otie, Fla.	G. N. Stanland...	-----do-----	108	580 00
14006. From Omaha City to Dakota City, N. T.	E. S. Alvord.....	Three times a week, in two-horse coaches	110	3,300 00
9294. From Antwerp, to Norristown, Ohio.	J. Woodcox	Once a week; mode not specified.	22	143 00
5076. From Morgantown to Burton, Va.	McAllister & Co ..	-----do-----	39	165 00
5194. From Tazewell C. H to Oceana, Va.	A. E. Sanen	-----do-----	59	220 00
13469. From Kankakee Depot to Yellow Head Grove, Ill.	N. Messinger.....	Three times a week; mode not specified.	17	234 00
3923. From Ellicott's Mills to Clarksville, Md.	R. H. McCleave ..	-----do-----	12	262 50
3383. From Strattonville to Warren, Penn.	J. McGonigle	Once a week; mode not specified.	63	576 00
265. From Manchester to Deerfield, N. H.	J. B. Cilley.....	Three times a week; mode not specified.	23	341 00
10012. From Nashville to Liberty, Tenn.	W. Blackburn.....	Once a week; mode not specified.	57	500 00

contractors during the fiscal year ended June 30, 1859.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
July 7, 1858	One additional weekly trip	\$200 00	July 31, 1858	
-----do-----	Route to commence at Cusseta, and service increased to three times a week between Cusseta and Oak Bowery.	164 00	July 1, 1858	
July 8, 1858	Supply of Peytensburg, increasing distance 4 miles.	44 50	July 14, 1858	
-----do-----	Three additional weekly trips.	854 00	July 18, 1858	
-----do-----	Supply of Oak Grove, increasing distance 4 miles.	22 00	Aug. 12, 1858	
-----do-----	Supply of McQueen, increasing distance 3 miles.	16 00	July 26, 1858	
-----do-----	Route extended to Sioux City, increasing distance 15 miles.	450 00	July 28, 1858	
-----do-----	Route changed by omitting Norristown and Newville, and embracing Cole's Corners and Spencerville, and ending at Auburn, Ind., increasing distance 7 miles.	45 00	Aug. 12, 1858	
-----do-----	Supply of Jobe, increasing distance 2 miles.	8 00	July 19, 1858	
July 9, 1858	Supply of Sun Hill, increasing distance 1 mile.	4 00	Jan. 1, 1858	
-----do-----	Site of Yellow Head Grove changed, increasing distance $\frac{3}{4}$ of a mile.	10 50	March 9, 1858	
-----do-----	Site of Glenly changed, increasing distance $\frac{3}{4}$ of a mile.	16 50	July 20, 1858	
-----do-----	Order of March 19, 1858, modified so as to allow \$45 instead of \$36, distance being increased 5 miles instead of 4 miles.	9 00	May 24, 1858	
July 10, 1858	Three additional weekly trips.	100 00	July 1, 1858	Contractor's proposition.
July 12, 1858	One additional weekly trip	400 00	July 24, 1858	Do.

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
13104. From Baraboo to Kilbourne City, Wis.	Davis & More ----	Three times a week, with certainty, celerity, and security.	12	\$288 00
13137. From Manitowoc to Fond du Lac, Wis.	-----do-----	Six times a week, with certainty, celerity, and security.	50	2,000 00
13297. From Albion to Xenia, Ill.	D. Abby-----	Once a week; mode not specified.	44	248 00
49. From Exeter to Etna, Me.	J. D. Prescott----	Three times a week; mode not specified.	12	246 00
7090. From Courtland to Tuscaloosa, Ala.	T. Greene -----	Three times a week, in two-horse hacks.	130	5,750 00
5826. From Franklin to Clarksville, N. C.	J. C. Addison-----	Twice a week; mode not specified.	48	496 00
5146. From Balcony Falls to Callaghan's, Va.	Harman, Brown & Co.	Twice a week, with certainty, celerity, and security.	55	560 00
4904. From Millboro' Depot to Lewisburg, Va.	-----do-----	Six times a week; mode not specified.	66½	1,600 50
6854. From Ocala to Bay Port, Fla.	C. T. Jenkins-----	Twice a week, in two-horse coaches.	76	1,900 00
9274. From Toledo to Cleveland, Ohio.	Cleveland & Toledo Railroad Co.	Six times a week, by railroad.	114	5,700 00
1006. From New York to Port Richmond, N. Y.	W. Cubberly-----	Six times a week, with certainty, celerity, and security.	13	750 00
3219. From Hanover Junction to New Oxford, Pa.	Hanover Branch Railroad Co.	Six times a week, by railroad.	19	950 00
3520. From Hanover to Emmetsburg, Pa.	D. Garber -----	Three times a week; mode not specified.	22	490 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
July 12, 1858	Route to commence at Mazomanee, embracing Sauk City, Prairie du Sac, and Bluff, and service increased to six times a week.	\$972 00	July 1, 1858	
-----do-----	Supply of Stockbridge and Brant, increasing distance 4 miles.	160 00	-----do-----	
-----do-----	Site of Indian Prairie changed, increasing distance $1\frac{3}{4}$ miles.	10 00	Mar. 3, 1858	
July 13, 1858	Three additional weekly trips.	54 00	July 19, 1858	Contractor's proposition.
July 16, 1850	Three additional weekly trips to Moulton, increasing distance 16 miles.	708 00	July 27, 1858	
-----do-----	Supply of Tallulah, increasing distance $1\frac{1}{2}$ mile.	15 50	July 26, 1858	
-----do-----	Supply of Salt Peter Cave, increasing distance $\frac{1}{2}$ a mile.	5 00	July 3, 1858	
July 17, 1858	Branch route from Callagan's, by Covington to Jackson River Station, 15 miles.	362 00	July 20, 1858	
-----do-----	Tolls from January 1 to June 30, 1858.	26 00	-----do-----	
-----do-----	Pay increased \$150 per mile per annum, in consequence of the great through mail passing over the route.	17,100 00	July 1, 1858	
-----do-----	Six additional weekly trips.	250 00	July 6, 1858	Offer of department accepted.
-----do-----	Route extended over branch from Hanover to Littlestown, increasing distance 8 miles.	400 00	July 15, 1858	
-----do-----	Route to commence at Littlestown, omitting Hanover, saving 8 miles and \$178, and three additional trips to be run on route as curtailed, at \$288 additional per annum.	110 00	-----do-----	

Termini of Route.	Contractor's name	Original service.	Original distance. <i>Miles.</i>	Original price.
82. From Charlotte to Alexander, Me.	J. H. Fisher.....	Once a week ; mode not specified.	16	\$89 00
3125. From Foglesville to Tamaqua, Pa.	P. Ertel.....	-----do-----	32	179 00
13616. From Jordan to Austin, Min.	A. Hall.....	Once a week, with certainty, celerity, and security.	60	650 00
12154. From Poland to Reelsville, Iowa.	D. W. Bridges.....	-----do-----	10	75 00
9636. From New Columbia to Monticello, Ky.	S. B. Field.....	Twice a week ; mode not specified.	41	490 00
1259. From Geneva to Wolcott, N. Y.	A. E. Brewster....	Three times a week to Clyde, six times a week residue of route, in two-horse coaches.	32	190 00
10194. From Trenton to Fulton, Tenn.	R. Cunningham..	Once a week ; mode not specified.	70	600 00
10529. From Liberty to Weston, Mo.	P. S. Frost.....	Three times a week with certainty, celerity, and security	30	1,800 00
13539. From Crow Wing to St. Joseph, Min.	N. W. Hittson....	Once a month ; mode not specified.	645	1,990 00
13601. From Faribault to St. Peter's, Min.	J. W. Babcock....	Once a week, with certainty, celerity, and security.	36	474 00
5317. From Concord Depot to Oakville, Va.	G. W. Staples....	Once a week ; mode not specified.	12	130 00
6097. From Spartanburg, C. H., to Hendersonville, S. C.	W. Langford.....	-----do-----	57½	279 50
10214. From Bolivar to Wesley, Tenn.	Finley, Craig & Boyd.	-----do-----	29	257 00
4991. From Wilcox's Wharf to Edna Mills, Va.	C. Evans.....	Once a week ; mode not specified.	9	50 00
10165. From Franklin to Perryville, Tenn.	I. Ivy.....	-----do-----	109	600 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
July 17, 1858	Site of Charlotte changed, increasing distance $1\frac{1}{2}$ miles.	\$8 50	May 17, 1858	
July 26, 1858	Supply of Lyon Valley, increasing distance one mile.	5 00	July 26, 1858	
-----do-----	Route to commence at Chatfield and embrace Deer Creek and Frankfort, increasing distance 6 miles.	65 00	Aug. 17, 1858	
-----do-----	One additional weekly trip.	75 00	-----do-----	
-----do-----	One additional weekly trip to Jamestown, 19 miles.	113 00	July 1, 1858	
-----do-----	Route extended to Red Creek, 6 miles.	52 00	-----do-----	Rescinded ; never went into effect.
-----do-----	One additional weekly trip to Eaton, 11 miles.	94 00	Aug. 14, 1858	
-----do-----	Three additional weekly trips.	1,800 00	Aug. 13, 1858	
-----do-----	One additional monthly trip.	1,990 00	Sept. 1, 1858	
-----do-----	Two additional weekly trips.	548 00	Aug. 7, 1858	
-----do-----	One additional weekly trip between Concord Depot and Spanish Oak, 6 miles.	65 00	July 30, 1858	
-----do-----	Supply of Valley Falls, increasing distance one mile.	5 00	July 7, 1858	
-----do-----	Route to end at Whiteville, saving 18 miles, and \$160 per annum, and one additional weekly trip to be run on route as curtailed, at \$194 additional per annum.	34 00	Aug. 5, 1858	
July 26, 1858	Name and site of Waddell's Store changed to Edna Mills, increasing distance 3 miles.	17 00	July 1, 1858	
July 27, 1858	Supply of Cartersville, increasing distance two miles.	11 00	-----do-----	Date of commencement not reported.

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
5103. From Wirt C. H. to Reedyville, Va	W. C. Wells	Once a week; mode not specified.	24	\$125 00
5308. From Freeport to Petroleum, Va.	T. H. Marshall....	Three times a week; mode not specified.	8½	144 00
9361. From Canaanville to Marietta, Ohio.	H. F. Hoyt.....	Three times a week, in two-horse coaches.	58	1,000 00
9167. From McConnells-ville to Little Hockhocking, Ohio.	W. Thompson....	Twice a week; mode not specified.	42½	392 40
10102. From Bristol to Newton, Tenn.	D. C. Dunn.....	Once a week, with certainty, celerity, and security, to Taylorsville, three times a week residue of route, in four-horse coaches.	107	4,300 00
12143. From Terre Haute to Crawfordsville, Ind.	P. Beachamp	Three times a week; mode not specified.	58	600 00
8196. From Washington to Holmesville, La.	S. M. McPherson .	Once a week, in two-horse coaches.	40	740 00
10448. From Mexico to New London, Mo.	S. J. McAtee.....	Once a week; mode not specified.	45	300 00
10917. From Fairfield to Chariton, Iowa.	E. S. Alvord	Six times a week, in four-horse coaches.	86	6,490 00
13522. From Taylor's Falls to Superior, Minn.	C. Doble.....	Three times a week, in two-horse coaches.	115	7,900 00
10099. From Blountsville to Bay Mount, Tenn.	A. C. King.....	Once a week; mode not specified.	51	297 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
July 28, 1858	Supply of Zackville, increasing distance 3 miles.	\$16 00	Aug. 10, 1858	
-----do-----	Route to commence at Walker's Creek Station and go by Freeport and Newark to Wirt C. H., omitting Petroleum, increasing distance $9\frac{1}{2}$ miles.	161 00	Aug. 9, 1858	
July 31, 1858	Three additional weekly trips between Belpre and Marietta, $12\frac{1}{2}$ miles.	212 00	Aug. 25, 1858	
-----do-----	Site of Olds changed, increasing distance 1 mile.	9 00	April 1, 1858	
-----do-----	Extension of the three times a week service in four-horse coaches to Lincolnton, N. C., 15 miles further.	829 00	July 1, 1858	
Aug. 5, 1858	Three additional weekly trips between Terre Haute and Rockville, 25 miles.	259 00	Aug. 16, 1858	
-----do-----	One additional weekly trip between Bayou Boeuf and Holmesville, 17 miles.	314 00	Aug. 22, 1858	
	Semi-weekly service extended from Homesville to Evergreen, 9 miles.	333 00		
Aug. 6, 1858	One additional weekly trip.	300 00	Aug. 19, 1858	
-----do-----	Route to commence at Rome, and run <i>via</i> Lockridge, Fairfield, &c., increasing distance 17 miles.	1,282 00	July 1, 1858	
-----do-----	Route changed by omitting Taylor's Falls and Amador, and extended by commencing at St. Paul, embracing Moundsview, Little Canada, Columbus, Howard Lake, Wyoming, and Muskotunk.	2,000 00	Sept. 1, 1858	Amador and Taylor's Falls to be supplied three times a week by side mail, making close connexions at Sunrise City.
Aug. 7, 1858	Route to end at Bull's Gap, increasing distance $\frac{3}{4}$ of a mile.	4 37	July 1, 1858	Bay Mount discontinued.

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
9576. From Catlettsburg to Piketon, Ky.	S. Bartrum	Twice a week; mode not specified.	95	\$450 00
8249. From Homer to Cherry Ridge, La.	J. M. Jones	Once a week; mode not specified.	50	488 00
4888. From Hallsboro' to Jefferson, Va.	J. Swan	Three times a week; mode not specified.	22	450 00
9179. From Columbus to Marysville, Ohio.	C. L. Olive	-----do-----	31½	575 00
13001. From Milwaukie to Tomah, Wis.	La Crosse and Milwaukie Railroad Company.	Twice daily, by railroad	156	15,600 00
13030. From Madison to Janesville, Wis.	A. M. Slocum	Three times a week; mode not specified.	45	700 00
13089. From Chippewa Falls to Pepin, Wis.	D. R. Weir	Twice a week; mode not specified.	60	790 00
3996. From Princess Ann to Deal's Island, Md.	J. Benson	-----do-----	20	260 00
13505. From St. Paul to South Bend, Minn.	J. L. Hinds	Six times a week, with certainty, celerity, & security.	108	4,000 00
5775. From Germantown to Patrick C. H., N. C.	J. Terry	Twice a week to Danbury, once a week sidue; mode not specified.	40½	212 00
12256. From La Gro to Columbia City, Ia.	M. Scott	Once a week, with certainty, celerity, and security.	33	349 00
8254 (old.) From Maysville to Catlettsburg, Ky.	Bryan & Hampton	Six times a week from Ashland to Catlettsburg, twice a week residue of route, with certainty, celerity, & security.	93	1,326 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Aug. 7, 1858	Route to end at Prestonburg, saving 25 miles and \$94, and one additional weekly trip to be run between Louisa and Prestonburg, 46 miles, at \$174 additional per annum.	\$80 00	Aug. 30, 1858	
	Supply of Peach Orchard, increasing distance three miles.	22 00	Aug. 31, 1858	
Aug. 10, 1858	Route extended from Cherry Ridge by Brook's Store to Marion, increasing distance 20 miles.	195 00	Oct. 14, 1858	
-----do-----	Site of Sublett's Tavern changed, increasing distance half a mile.	10 00	July 22, 1858	
Aug. 12, 1858	Supply of Walkins, increasing distance one mile.	18 00	Aug. 19, 1858	
-----do-----	Route extended 17 miles, to Sparta.	1,700 00	July 6, 1858	
	Route extended 11 miles, to Bangor.	1,100 00	July 26, 1858	
-----do-----	Supply of Evansville, increasing distance one mile.	16 00	July 1, 1858	
-----do-----	Route to commence at Chippewa City, increasing distance 8 miles.	80 00	-----	Date of commencement not reported.
-----do-----	Supply of Dames' Quarter, increasing distance one mile.	12 00	-----	Do.
Aug. 13, 1858	Supply of Louisville, increasing distance 1½ mile.	60 00	July 1, 1858	
-----do-----	Second weekly trip to Danbury extended through to Patrick C. H., and Newton to be supplied on both weekly trips, increasing travel 29 miles.	112 00	-----do-----	
-----do-----	One additional weekly trip between Whitley and Columbia City, 10 miles.	62 00	Aug. 27, 1858	
Aug. 14, 1858	Supply of Linn at New Site, increasing distance two miles.	12 88	Nov. 15, 1857 to June 30, 1858	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
10954. From Tipton to Harwell, Iowa.	C. McGifford.....	Three times a week; mode not specified.	10	\$250 00
10958. From Marengo to Marietta, Iowa.	W. H. Flathers. ..	Once a week; mode not specified.	69	347 00
9699. From Blandville to Cairo, Ky.	Richardson & Badkin.	Once a week, with certainty, celerity, and security.	14	79 00
12104. From Bedford to Halbert's Bluff, Iowa.	J. E. Brown	Once a week; mode not specified.	30	215 00
12214. From Winfield to Fillmore, Iowa.	Sheehan & Laurence	Once a week, with certainty, celerity, and security.	10	120 00
12226. From Warsaw to Cook's Station, Iowa.	W. Hurtley	Once a week; mode not specified.	31	260 00
12232. From La Grange to Middleburg, Iowa.	S. G. Streeter.....	do.....	20	100 00
6150. From Pickens C. H. to Pickens C. H., S. C.	Z. Gibson.....	do.....	22	124 00
10160. From Columbia to Moore's Station, Tenn.	Thomas & Hough.	Six times a week, in four-horse coaches.	81	6,700 00
4895. From Moore's Ordinary to Yatesville, Va.	D. Pulley	Twice a week; mode not specified.	29½	330 00
7161 (old.) From Monticello to Geneva, Ala.	J. Y. Register	Once a week, with certainty, celerity, and security.	75	432 00
12801. From Salt Lake City to Placerville, Utah Ter.	G. Chorpenning, jr.	Twice a month; mode not specified.	850	34,400 00
6530. From Renwick to Cuthbert, Ga.	R. J. & D. H. Hill	Three times a week, in four-horse coaches.	38	1,200 00
7208. From Seal's Station, Ala., to Fort Gaines, Ga.	do.....	Daily, in four-horse coaches.	56	4,500 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Aug. 14, 1858	Route extended to London Station, increasing distance five miles.	\$125 00	Aug. 25, 1858	
-----do-----	Two additional weekly trips.	466 00	Oct. 4, 1858	
-----do-----	Route to commence at Sebastopol, increasing distance six miles.	34 00	Aug. 27, 1858	
-----do-----	Two additional weekly trips between Halbert's Bluff and Trinity Springs, 8 miles.	114 00	Aug. 24, 1858	
-----do-----	Route extended to Crown Point, increasing distance 6 miles.	72 00	Aug. 28, 1858	
-----do-----	One additional weekly trip between Benton and Cook's Station, 4 miles.	36 00	-----	See Sept. 14, 1858, for modification of this order.
-----do-----	Route extended to Goshen, via Pine Creek, increasing distance 2 miles.	10 00	Oct. 29, 1858	
-----do-----	Site of Wolf Creek changed, increasing distance 3 miles.	8 00	April 1, 1857	Circuitous route.
-----do-----	One additional weekly trip.	1,116 00	Aug. 8, 1858	
Aug. 17, 1858	Supply of Laurel Hill, increasing distance 4 miles.	22 00	Aug. 21, 1858	
-----do-----	Ferriages during quarter ended June 30, 1858.	5 20	-----	
-----do-----	For increased stock and speed under the 16-days schedule.	30,600 00	July 5, 1858	Mail to be conveyed in covered carriages or wagons drawn by four mules.
Aug. 18, 1858	Route to commence at Dawson, omitting Renwick and Powers, decreasing distance 18 miles; then extended beyond Cuthbert, by Pinier and Cotton Hill, to Fort Gaines, 23 miles, and run three additional weekly trips on route as thus adjusted.	1,516 00	Aug. 30, 1858	Chickasawhatchee to be supplied once a week from Dawson.
-----do-----	Route changed, after passing Georgetown, to run by Linwood and Hamlet to Cuthbert, omitting Pomaria and Fort Gaines, increasing distance $\frac{1}{2}$ mile.	40 00	Sept. 14, 1858	Pomaria to be furnished with twice a week side supply from Linwood.

Termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
6304. From Fort Valley to Albany, Ga.	Southwestern Railroad Company.	Daily, by railroad.....	79½	\$5,943 75
8216. From Simmesport to Point Coupee, La.	J. J. B. Kirk.....	Once a week; mode not specified.	45	540 00
10018. From Lebanon to Chesnut Mound, Tenn.	M. A. Price	Twice a week, in two-horse coaches.	32	480 00
5159. From Pittsylvania C. H. to Rocky Mount, Va.	J. Stoops	Once a week; mode not specified.	50	250 00
13031. From Madison to Monroe, Wis.	A. M. Slocum.....	Three times a week; mode not specified.	42	700 00
13046. From Mineral Point to Monticello, Wis.	Litter & Hurmell.	Twice a week, with certainty, celerity, and security.	40	700 00
7214. From Lauderdale Spring, Miss., to Greensboro', Ala.	Hill, Taylor & Timberlake.	Six times a week, in four-horse coaches.	60	9,000 00
13024. From Azatlan to Whitewater, Wis.	A. Brown.....	Three times a week; mode not specified.	27	480 00
9590. From Whitesburg to Poor Fork, Ky.	J. B. Howard.....	Once a week; mode not specified.	27	117 00
12123. From Evansville to New Harmony, Ind.	E. Burts.....	Twice a week; mode not specified.	26	350 00
12851. From Santa Fé, N. M. T., to El Paso, Texas.	T. F. Bowler.....	Twice a month, in six mule coaches.	352	7,499 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Aug. 18, 1858	Branch mail from Renwick, by Powers & Dawson, 16 miles.	\$1,200 00	Aug. 20, 1858	
-----do-----	Route extended from Point Coupee to False River, increasing distance 5 miles.	62 00	Sept. 18, 1858	
-----do-----	One additional weekly trip	240 00	Sept. 1, 1858	
Aug. 19, 1858	Supply of Glade Hill and Sontag, increasing distance 3 miles.	15 00	-----	Date of commencement not reported.
-----do-----	Route changed by omitting Monticello and Monroe, and ending at Broadhead, embracing Attica, and service between Albany and Broadhead increased to six times a week.	133 00	Sept. 3, 1858	
-----do-----	Route extended by Moorefield to Albany, increasing distance 10 miles.	175 00	Sept. 1, 1858	
Aug. 21, 1858	Service between Bluffport and Greensboro', 31 miles, reduced to three times a week, and tri-weekly service extended beyond Greensboro' to Uniontown, 18 miles; then to run a branch from Bluffport, by Belmont, Demopolis, and Spring Hill, to Uniontown, 39 miles, and back, six times a week; half of the trips to be run in four-horse coaches, residue with certainty, celerity, and security.	3,120 00	Aug. 27, 1858	
-----do-----	Three additional weekly trips between Jefferson and Whitewater.	300 00	Sept. 1, 1858	
-----do-----	Route extended, via Big Rock, to end at Harlan C. H., increasing distance 22 miles.	95 00	Sept. 13, 1858	
-----do-----	Supply of Bugtown, increasing distance 1 mile.	14 00	-----	Date of commencement not reported.
-----do-----	Service improved to weekly trips.	8,751 00	Oct. 4, 1858	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
12120. From Jasper to Troy, Ind.	P. Wagner.....	Once a week; mode not specified.	32	\$175 00
14023. From Nebraska City, N. T., to Sidney, Iowa.	P. F. Frost.....	Three times a week; mode not specified.	15	520 00
10170. From Clarksville to Nashville, Tenn.	E. S. Hockersmith.....	do.....	49	750 00
10541. From Warrensburg to Lexington, Mo.	J. M. Bratton.....	Twice a week; mode not specified.	36	600 00
8167. From Vicksburg to Napoleon, La.	W. Porterfield....	Twice a week, in steamboats.	230	14,975 00
6499. From Columbus to Lumpkin, Ga.	W. M. Lee.....	Three times a week, with certainty, celerity, and security.	37	695 00
5289. From Nebraska to Bent Creek, Va.	M. Jones.....	Twice a week; mode not specified.	18½	196 50
10565. From Georgetown to Marshall, Mo.	J. K. Owens.....	do.....	30	500 00
10484. From Bloomington to Huntsville, Mo.	Diver & Magee....	Twice a week; mode not specified.	30	624 00
5818. From Burnsville to Ashville, N. C.	J. Shepherd.....	Twice a week, in two-horse coaches.	38½	550 00
13509. From St. Paul to Falls of St. Croix, Minn.	R. Gibbons.....	Six times a week, in four-horse coaches.	52	1,499 00
13537. From Twin Lakes to Duluth, Minn.	Kingsbury & Kimball.	Once in two weeks; mode not specified.	40	300 00
3248. From Bloomsburg to Muncy, Pa.	T. J. Raper.....	Twice a week; mode not specified.	33	391 00
10534. From Independence to Columbus, Mo.	J. D. Sage.....	Once a week; mode not specified.	46	400 00
10535. From Independence to Liberty, Mo.	do.....	Three times a week; mode not specified.	12	624 00
10586. From Tuscumbia to Waynesville, Mo.	E. Golden.....	Once a week; mode not specified.	36	251 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Aug. 25, 1858	One additional weekly trip.	\$175 00	Sept. 2, 1858	
-----do-----	Three additional weekly trips.	520 00	Sept. 21, 1858	
Aug. 27, 1858	Supply of Sewanee, increasing distance $3\frac{1}{2}$ miles.	54 00	Sept. 6, 1858	
Aug. 28, 1858	One additional weekly trip.	300 00	Sept. 16, 1858	
Aug. 31, 1858	-----do-----	7,488 00	Sept. 20, 1858	
Sept. 4, 1858	Route extended to Cuthbert, increasing distance 22 miles.	413 00	Sept. 12, 1858	
-----do-----	One additional weekly trip.	98 25	Sept. 13, 1858	
-----do-----	-----do-----	250 00	Oct. 11, 1858	
-----do-----	Route changed to go from Bloomington, <i>via</i> Bevier, College Mound, Breckenridge, and Fort Henry, to Huntsville, omitting Coulter's Store and Pennys, increasing distance 3 miles.	31 00	Sept. 4, 1858	
-----do-----	Paint Gap to be supplied only on the first trip in each week; and contractor to go by the way of Bald Creek and Ivy Gap on the second trip, increasing distance 2 miles.	14 50	Sept. 16, 1858	
-----do-----	Route changed to embrace Dolphin, Oakdale, and Lakeland, increasing distance 6 miles.	257 00	Oct. 1, 1858	
-----do-----	Service increased to weekly trips.	300 00	-----do-----	
-----do-----	Supply of Welliversville, increasing distance 1 mile.	12 00	Sept. 16, 1858	
-----do-----	Route extended 11 miles to Warrensburg.	95 00	Sept. 24, 1858	
-----do-----	Three additional weekly trips.	624 00	Sept. 20, 1858	
-----do-----	One additional weekly trip.	251 00	Sept. 29, 1858	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
10640. From Waynesville to Hartsville, Mo.	S. W. Sumner . . .	Once a week; mode not specified.	58	\$249 99
10643. From Houston to Hartsville, Mo.	J. N. Angel	do	40	160 00
9553. From Forest Retreat to Sharpsburg, Ky.	T. G. Riggs	Six times a week; mode not specified.	16	230 00
12226. From Warsaw to Cook's Station, Ind.	W. Hurtly	Twice a week to Benton, once a week residue of route; mode not specified.	31	296 00
4963. From Hicksford to Franklin Depot, Va.	J. M. Corbit	Twice a week; mode not specified.	43	304 00
12227. From Warsaw to Goshen, Ind.	J. & W. Popham . .	Three times a week, in two-horse coaches.	25	344 00
10656. From Lebanon to Springfield, Mo.	J. Benden	Three times a week; mode not specified.	54	905 00
11024. From Waterloo to Eldora, Iowa.	S. Avery	Once a week, with certainty, celerity, and security.	50	733 00
9548. From Newport, Ky., to Cincinnati, Ohio.	T. D. Snyder	Six times a week; mode not specified.	2	175 00
3251. From Lewisburg to Nittany, Pa.	W. B. Shriner	Once a week; mode not specified.	41	280 00
6018. From Marion C. H. to Bennettsville, S. C.	Stucky & Rogers . .	do	69 $\frac{3}{4}$	391 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Sept. 4, 1858	Supply of Greenland, increasing distance 3 miles.	\$13 00	-----	Date of commencement not reported.
-----do-----	One additional weekly trip.	160 00	Nov. 1, 1858	
Sept. 7, 1858	Order of August 25, 1858, modified so as to deduct \$100 per annum, instead of \$150 for the curtailment, to commence at Forest Retreat, that being the amount contractor proposed for and received during the previous contract term for the additional service to Millersburg then ordered, which was less than <i>pro rata</i> .	50 00	Sept. 2, 1858	
Sept. 9, 1858	Order of August 14, 1858, modified so as to improve service to semi-weekly over entire route, at \$260 additional per annum.	224 00	Sept. 14, 1858	
-----do-----	Supply of Nottoway Chapel, increasing distance $\frac{1}{2}$ a mile.	4 00	Sept. 1, 1858	
-----do-----	Three additional weekly trips.	344 00	Sept. 15, 1858	
-----do-----	Contractor, on the trip leaving Springfield on Friday and returning on Saturday, to go and return <i>via</i> Marshfield in place of St. Luke, (omitted for that trip only,) increasing distance 4 miles.	22 33	Oct. 1, 1858	
Sept. 10, 1858	Route extended 35 miles, to Nevada.	513 00	Oct. 8, 1858	
-----do-----	One additional weekly trip.	19 40	Sept. 19, 1858	
-----do-----	Two additional weekly trips to Forest Hill, 8 miles.	100 00	Oct. 1, 1858	
Sept. 11, 1858	Order of July 8, 1858, to supply Oak Grove, modified so as to allow \$33 per annum additional, instead of \$22, distance being increased 6 miles, instead of 4 miles.	11 00	Aug. 12, 1858	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
9305. From Cincinnati to Morrow, Ohio.	Wise & Packer ---	Six times a week; mode not specified.	29	\$1,150 00
7424. From Lexington to Greenville, Miss.	N. Woodward....	Once a week; mode not specified.	100	1,000 00
7542. From Union to De Soto, Miss.	W. H. Edmonson.	Twice a week, in two-horse coaches.	65	2,800 00
9563. From Germantown to Dover, Ky.	B. H. Sowder ----	Once a week; mode not specified.	10	78 00
9537. From Jericho to Bedford, Ky.	W. Williams.....	Six times a week; mode not specified.	16	345 00
9549. From Alexandria to Augusta, Ky.	J. Nelson.....	Twice a week; mode not specified.	34½	300 00
7402. From Vicksburg to Greenwood, Miss.	W. Porterfield....	Twice a week, in steam-boats.	296	14,875 00
12756. From Olympia to Oakland, W. T.	J. L. Morrow ----	Once a week, in boats--	25	1,000 00
10575. From Harrisonville to Papinsville, Mo.	H. W. Younger --	Once a week; mode not specified.	38	329 00
9515. From Eminence to Drennon, Ky.	J. R. Berryman --	Six times a week to New Castle, three times a week residue of route, with certainty, celerity, and security.	18	350 00
9520. From Drennon to Port Royal, Ky.	-----do-----	Twice a week; mode not specified.	4	50 00
12145. From Terre Haute to Attica, Ind.	E. S. Alvord ----	Six times a week; mode not specified.	74	5,390 00
12271. From Mt. Vernon to New Harmony, Ind.	Setchel, Forthe, Bowles & Co.	Once a week, with certainty, celerity, and security.	14	156 00
5161. From Danville to Glade Hill, Va.	D. S. Price -----	Twice a week; mode not specified.	44	398 00
10451. From Bowling Green to Mexico, Mo.	J. S. Smith.....	Once a week; mode not specified.	44	259 00
10625. From Springfield to St. Leger, Mo.	A. J. and W. G. Benden.	-----do-----	108	400 00
7208. From Seal's Station, Ala., to Cuthbert, Ga.	R. J. & D. H. Hill.	Daily in 4-horse coaches.	56½	4,540 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Sept. 11, 1858	Supply of East Sycamore, increasing distance half a mile.	\$20 00	Oct. 16, 1858	
-----do-----	Two additional weekly trips between Lexington and Tehula, 15 miles.	300 00	Oct. 9, 1858	
-----do-----	One additional weekly trip between Union and Paulding, 45 miles.	950 00	Sept. 28, 1858	
Sept. 13, 1858	Two additional weekly trips between German-town and Minerva, 5 miles.	78 00	Oct. 1, 1858	
-----do-----	Route to commence at Smithfield, increasing distance 4 miles.	86 00	-----do-----	
-----do-----	One additional weekly trip to Flag Spring, 10½ miles.	70 00	Sept. 25, 1858	
Sept. 14, 1858	One additional weekly trip from Vicksburg to Yazoo City, 110 miles.	1,500 00	Oct. 7, 1858	
-----do-----	Route extended to Skokomish, increasing distance 10 miles.	400 00	Dec. 17, 1858	
Sept. 16, 1858	One additional weekly trip	329 00	Nov. 1, 1858	
-----do-----	One additional weekly trip between New Castle and Drennon.	75 00	Sept. 25, 1858	
-----do-----	One additional weekly trip	50 00	-----do-----	
-----do-----	Supply. of Rockville, increasing distance 7 miles.	509 00	Oct. 1, 1858	
-----do-----	Two additional weekly trips.	312 00	Sept. 28, 1858	
-----do-----	Route re-extended from Glade Hill, by Sontag, to Rocky Mount, increasing distance 13 miles.	117 00	Sept. 24, 1858	
Sept. 17, 1858	Supply of New Harmony, increasing distance 5 miles.	29 00	Aug. 2, 1858	
-----do-----	One additional weekly trip	400 00	Oct. 6, 1858	
-----do-----	Branch mail from Georgetown, by Pomaria, to Fort Gaines, 23¾ miles, and back, daily.	1,908 00	-----do-----	Date of commencement not reported.

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			Miles.	
13117. From Sussex to Wauertown, Wis.	J. Whitford.....	Once a week; mode not specified.	31	\$250 00
13001. From Milwaukie to Bangor, Wis.	La Crosse and Milwaukie Railroad Company.	Six times a week, by railroad.	187½	9,375 00
13006. From Junction to Fond du Lac, Wis.	Chicago, St Paul, and Fond du Lac Railroad Co.	-----do-----	30	1,500 00
13040. From Monroe to Council Hill, Wis.	Burrougs & Stronk.	Three times a week, with certainty, celerity, and security.	48	1,150 00
9695. From Marion to Morganfield, Ky.	F. H. Skinner....	Once a week; mode not specified.	38	224 00
7177. From Burnt Corn to St. Stephens, Ala.	J. W. Portis.....	Three times a week, in two-horse coaches.	64½	1,760 00
7179. From Cokerville to Camden, Ala.	R. H. W. Bigger.	Once a week ; mode not specified.	33	390 00
12577. From Lawton to Paw Paw, Mich.	J. L. Hind.....	Six times a week ; mode not specified.	4	200 00
11559. From Sandy Ridge to Oswego, Ill.	W. S. Jones.....	Twice a week ; mode not specified.	22	370 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Sept. 18, 1858	Route changed so as to commence at Hartland, omitting Sussex & ending at Alderly, omitting Ashipam & Watertown, decreasing distance 14 miles, and service improved to semi-weekly.	\$24 00	Oct. 1, 1858	
Sept. 20, 1858	Route extended to La Crosse by way of Neshonoc, increasing distance 14 miles, and service increased to twelve times a week, and pay to \$100 per mile per annum.	10,775 00	Aug. 23, 1858	
-----do-----	Route extended 17 miles to Oshkosh.	850 00	Sept. 6, 1858	
-----do-----	Route changed to end at Apple River, Ill., omitting Oak Springs and Council Hill, and service increased to six times a week between Shullsburg and Apple River.	264 00	Oct. 1, 1858	
-----do-----	Service to be from Marion to Crittenden Springs, and Walker's to Ford's Ferry, and back, once a week, and from Marion, by Camp Creek, Bell's Mines, and Cypress, to Morganfield, and back, once a week, by schedule proposed by contractor, increasing distance 11 miles.	26 00	Sept. 20, 1858	
Sept. 22, 1858	Route to commence at Sparta and run by Belleville, Burnt Corn, St. Stephens, and Pleasant Valley, to State Line Station, Miss.; increasing distance 56 miles.	1,528 00	Oct. 26, 1858	
-----do-----	Two additional weekly trips.	780 00		
Sept. 23, 1858	Six additional weekly trips.	100 00	Sept. 23, 1858	
-----do-----	Route to commence at Chanahon, increasing distance 4 miles.	67 00	-----	May 27, 1859, rescinded; never went into effect.

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
7092. From Gilbertsboro', Ala., to Elkton, Tenn.	B. Smith-----	Twice a week; mode not specified.	14	\$95 00
7803. From Little Rock to Clarksville, Ark.	Hanger & Ayliff---	Daily, in four-horse coaches.	241	34,700 00
7816. From Florence to Fair Forest, Ark.	Cole & Wells----	Twice a week; mode not specified.	15	275 00
3943. From Magnolia to Bell Air, Md.	J. E. Bateman----	Six times a week; mode not specified.	14	287 00
13062. From Prairie du Chien to Bad Axe, Wis.	J. Hurd-----	Twice a week, in two-horse coaches.	40	750 00
13073. From Black River Falls to Hudson, Wis.	Davis & More----	Three times a week, with certainty, celerity, and security.	110	3,034 00
12167. From Crawfordsville to Georgetown, Ia.	T. H. & M. V. Rowe	Once a week, with certainty, celerity, and security.	48	250 00
11054. From Lynn to Mt. Ayr, Iowa.	J. Nichols-----	Once a week; mode not specified.	79	483 00
7031. From West Point, Ga., to Weedowee, Ala.	A. L. Robinson---	Twice a week; mode not specified.	42	715 00
7032. From Dadeville to Bradford, Ala.	W. Bice-----	-----do-----	25½	240 00
7040. From Fredonia to Goldville, Ala.	W. W. Herndon---	Once a week; mode not specified.	41	219 00

Continued.

Date of order of additional allowance.	The additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Sept. 25, 1858	One additional weekly trip.	\$47 50	Oct. 7, 1858	
-----do-----	Service extended from Fair Play, by Sheriff Ridge, to Hot Springs daily, in four-horse coaches for seven months in the year, and three times a week residue of the year.	2,000 00	July 1, 1858	
-----do-----	Route extended to Mar's Hill, increasing distance 8 miles.	146 00	Sept. 25, 1858	
Sept. 27, 1858	Route extended to Thomas's River, increasing distance six miles.	123 00	Oct. 1, 1858	
Sept. 28, 1858	Route extended by Vi-roqua, Coon Prairie, Mount Pisga, and Leon, to Sparta, increasing distance 40 miles.	750 00	Oct. 15, 1858	
-----do-----	Route to commence at Sparta, embracing Canton and Pine Hills, and service increased between Sparta and Eau Clair to six times a week.	1,714 00	-----do-----	
-----do-----	Route to end at Lodi-ville, saving 10 miles and \$83, and one additional weekly trip to be run on route, as curtailed, at \$167 additional per annum.	84 00	Oct. 18, 1858	
Sept. 29, 1858	Order of August 27, 1858, to commence route at Lynn, modified so as to deduct \$64 instead of \$92; distance saved being 10 miles instead of 12 miles.	28 00	Sept. 10, 1858	
-----do-----	One additional weekly trip.	357 50	Oct. 18, 1858	Provided service is performed in two horse coaches.
-----do-----	One additional weekly trip between Youngs-ville and Bradford.	50 00	Oct. 19, 1858	
-----do-----	Supply of Horse-Shoe Bend, increasing distance $4\frac{1}{2}$ miles.	25 00	Sept. 7, 1858	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
7055. From Ashville to Montevallo, Ala.	G. W. Turner....	Once a week, with certainty, celerity, and security.	64	\$319 00
9659. From Russellville to Hartford, Ky.	J. S. Coleman....	-----do-----	49	350 00
5199. From Hansonville to Bickley's Mills, Va.	J. H. Dickenson..	-----do-----	20	59 00
11715. From Naples to Louisiana, Ill.	E. S. Alvord.....	Three times a week, in two-horse coaches.	37	1,250 00
5206. From Grayson C. H. to Judesville, Va.	W. R. Dickey....	Once a week; mode not specified.	23	140 00
6534. From Savannah to Zero, Ga.	Savannah, Albany, and Gulf Railroad Co.	Six times a week, by railroad.	72½	3,107 00
4986. From Hampton to Yorktown, Va.	T. Bonnisville....	Twice a week; mode not specified.	24	450 00
11727. From Carthage to Argyle, Ill.	C. S. Hamilton....	-----do-----	19	400 00
3904. From Baltimore, Md., to Harrisburg, Pa., branch to Columbia.	Northern Central Railroad Co.	Twice daily, by railroad. Daily, by railroad ----	86 } 13 }	17,850 00
10910. From Charleston to Salem, Iowa.	J. Thompson.....	Three times a week, with certainty, celerity, and security.	20	400 00
13108. From Kilburne City to Oxford, Wis.	H. Farnham	Twice a week; mode not specified.	20	200 00
3289. From Tremont to Dalmatia, Pa.	G. J. Campbell....	Three times a week; mode not specified.	34	405 00
5132. From Braxton C. H., to Clendenin, Va.	W. W. Hickman..	Once a week; mode not specified.	57	274 00
5170. From Union Hall to Liberty, Va.	S. Dearing.....	-----do-----	39½	196 00

Continued.

Date of order of additional allowance.	The additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Sept. 29, 1858	One additional weekly trip.	\$319 00	Oct. 15, 1858	
-----do-----	Supply of Elm Grove, increasing distance one mile.	7 00	Jan. 1, 1859	
Sept. 30, 1858	Supply of Rock Farm, increasing distance half a mile.	1 50	Sept. 1, 1858	
Oct. 5, 1858	Three additional weekly trips.	1,000 00	Oct. 14, 1858	
Oct. 8, 1858	Order of Nov. 21, 1856, extending route to Judesville, modified so as to allow \$91 instead of \$61, distance being increased 15 miles instead of 10 miles.	30 00	Dec. 4, 1856	
-----do-----	One additional weekly trip.	518 00	Oct. 24, 1858	
-----do-----	Site of Half-way House changed, increasing distance 1 mile	19 00	May 15, 1858	
-----do-----	Route to end at Tennessee, increasing distance 3 $\frac{1}{4}$ miles.	68 00	Oct. 19, 1858	
-----do-----	Route extended to Williamsport, Pa., increasing distance 94 miles.	14,100 00	Oct. 1, 1858	Company to carry a third daily mail, except Sunday, between Baltimore and Harrisburg, whenever a third train shall be run, without additional compensation.
-----do-----	Route to commence at Montrose, increasing distance 10 miles.	200 00	Oct. 25, 1858	
-----do-----	Route extended by Pakwakie to Montello, increasing distance 20 miles.	200 00	Nov. 1, 1858	
-----do-----	Allow for 3 miles increased distance, occasioned by order of March 31, 1858, to commence route at Tremont and end at Dalmatia.	36 00	April 13, 1858	
-----do-----	Supply of Clay, increasing distance 10 miles.	48 00	Nov. 17, 1858	
Oct. 9, 1858	Route to commence at Dickenson's, increasing distance 7 miles.	35 00	Oct. 18, 1858	

Termini of Route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
12673. From Midland to Saginaw, Mich.	J. M. White -----	Once a week; mode not specified.	22	\$175 00
13337, (old.) From Alton to Greenville, Ill.	G. W. Hood -----	-----do-----	49	290 00
9243. From Marion to Bellevue, Ohio.	J. L. Wilson -----	Three times a week; mode not specified.	54	850 00
10413. From Jefferson City to Danville, Mo.	W. Curtis -----	Six times a week, with certainty, celerity, and security.	51	3,996 00
10920. From Fairfield to Oskaloosa, Iowa.	J. Thompson -----	Once a week; mode not specified.	44	308 00
3421. From Dunningsville to Pittsburg, Pa.	Harvey & McVay -	Twice a week; mode not specified.	28	310 00
10183. From Huntingdon to Brownsville, Tenn.	J. Hammersly ----	Three times a week; mode not specified.	69	1,745 00
8076. From San Antonio, to San Diego, Cal.	G. H. Giddings. --	Twice a month, in six-mule wagons.	1,520	149,800 00
9615. From Stanford to Bryantville, Ky.	Irvine & Hawkins.	Three times a week, in four-horse coaches to Lancaster, three times a week residue.	18	1,500 00
9305. From Cincinnati to Morrow, Ohio.	Clise & Packer	Six times a week; mode not specified.	29½	1,170 00
3531. From Bellefonte to Pine Grove Mills, Pa.	Cummings & Dunlap.	Three times a week; mode not specified.	15	400 00
6020. From Marion C. H. to Marion C. H., S. C.	H. H. Porter.	Once a week; mode not specified.	Equal to 25	130 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Oct. 8, 1858	One additional weekly trip.	\$175 00	Oct. 15, 1858	
Oct. 9, 1858	Supply of Omphgent, increasing distance $3\frac{1}{2}$ miles.	9 00	Feb. 3, 1858, to June 30, 1858.	
Oct. 12, 1858	Supply of Sherman at new site, increasing distance 5 miles.	41 00	May 13, 1857, to Nov. 25, 1857,	
-----do-----	Route to end at New Florence, increasing distance 5 miles.	391 00	Oct. 26, 1858	
Oct. 16, 1858	One additional weekly trip.	308 00	Nov. 5, 1858	
Oct. 20, 1858	Supply of Beek's Mills, increasing distance 3 miles.	33 00	Oct. 27, 1858	
-----do-----	Fifty per cent. allowed for a led horse.	872 50	Oct. 20, 1858	
Oct. 22, 1858	Service between El Paso, Texas, and Fort Yuma, Cal., discontinued from Dec. 1, 1858, saving 600 miles and \$59,132 per annum. Service between San Antonio and El Paso, or the point of junction with the great overland California mail route, 700 miles, improved to weekly trips, at \$80,485 per annum; also the service between Fort Yuma and San Diego, Cal., 220 miles, improved to weekly trips, at \$25,295 per annum.	47,648 00	Jan. 1, 1858	
Oct. 23, 1858	Three additional weekly trips between Stanford and Lancaster, 9 miles.	500 00	Nov. 1, 1858	
-----do-----	Order of Sept. 11, 1858, for supply of East Sycamore, modified so as to allow \$40 additional for 1 mile increased distance, instead of \$20 for $\frac{1}{2}$ a mile.	20 00	Oct. 16, 1858	
-----do-----	Supply of Benner, increasing distance 1 mile.	26 00	-----	Order never complied with.
Oct. 26, 1858	Supply of Oakton, increasing distance $1\frac{1}{2}$ mile.	10 00	July 14, 1858	Circuitous route.

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
6465. From Kingston to Rome, Ga.	Georgia Railroad and Banking Co	Daily, by railroad.....	19	\$1,108 00
10424. From Union to Little Piney, Mo.	W. Hicks.....	Once a week; mode not specified.	75	360 00
10411. From Tipton to Warsaw, Mo.	H. Crocker	Daily, in four-horse coaches.	47	3,784 00
13574. From Reed's Landing to Faribault, Minn.	J. B. Downer.....	Three times a week; mode not specified.	63	1,995 00
7190. From Franklin to Geneva, Ala.	J. Y. Register....	Once a week; mode not specified.	80	484 00
12506. From San Francisco to Petaluma, Cal.	C. Minturn	Three times a week, in steamboats.	50	3,500 00
10697. From St. Louis to Mexico, Mo.	North Missouri R. R. Co.	Six times a week, by railroad.	110	11,000 00
5793. From Statesville to Wilkesboro', N. C.	E. Slaley.....	Once a week; mode not specified.	41	139 00
5186. From Floyd C. H. to Ararat, Va.	J. Stoops.....	-----do-----	40	249 00
960. From Burlington Station to Burlington, Conn.	F. M. Hale.....	Three times a week, in two-horse coaches.	4½	105 00
12239. From Metz to Alvarado, Iowa.	H. Ferguson.....	Once a week; mode not specified.	3	20 00
9221. From Locust Grove to Tranquility, Ohio.	W. Tarlton	-----do-----	11	48 00
4994a. From Richmond to Stevensville, Va.	R. F. Northern....	Twice a week; mode not specified.	43	602 00
9098. From Kingsville to West Greenville, Ohio.	A. Galpin.....	Three times a week, in two-horse coaches.	45	400 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Oct. 26, 1858	Two dollars additional for an additional daily trip so long as it may be necessary to connect with mail trains on the Western Atlantic Railroad.	\$478 00	Nov. 3, 1858	239 days.
Oct. 29, 1858	Supply of Flat Woods, increasing distance 3 miles	14 00	Oct. 19, 1858	
Oct. 30, 1858	Order of Sept. 16, 1858, to commence route at Tipton, modified so as to deduct \$2,174 instead of \$2,576, distance saved being 27 miles instead of 32 miles.	402 00	Oct. 1, 1858	
-----do-----	Route to commence at Wabashaw, increasing distance 3 miles.	93 00	Nov. 15, 1858	
-----do-----	Supply of Columbia, increasing distance 1 mile.	6 00	-----	Date of commencement not reported.
Nov. 2, 1858	Three additional weekly trips.	1,000 00	Oct. 1, 1858	Offer of department of August 5, 1858, accepted.
-----do-----	Route extended 21 $\frac{3}{4}$ miles, to Sturgeon.	2,175 00	Oct. 19, 1858	
-----do-----	Route changed to omit Fancy Hill and Stony Point, and to run by New Sterling and Elk Shoal, increasing distance 3 miles.	10 00	Oct. 27, 1858	
-----do-----	Supply of Stone Mountain, increasing distance 4 $\frac{1}{2}$ miles.	28 00	Nov. 15, 1858	
Nov. 5, 1858	Service between Burlington and Wolcottville, 10 $\frac{1}{2}$ miles, restored.	243 00	Nov. 12, 1858	
Nov. 6, 1858	Route to commence at Fish Creek, increasing distance 1 $\frac{1}{4}$ mile.	8 33	Nov. 20, 1858	
-----do-----	Route extended to Youngsville, increasing distance 4 miles.	18 00	Nov. 22, 1858	
Nov. 6, 1858	Ferriages for quarters ended June 30, 1858, and Sept. 30, 1858.	46 80	-----	
Nov. 9, 1858	Site of Osbornville changed, increasing distance one-quarter mile.	2 22	April 1, 1858	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
10908. From Fort Madison to Dodgeville, Iowa.	J. E. DeLea.....	Once a week; mode not specified.	37	\$325 00
13153. From Waupaca to Plover, Wis.	Davis & More	do.....	29	280 00
12510. From Detroit to Lansing, Mich.	Hibbard & Burrill.	Six times a week, in two-horse coaches.	96	3,490 00
9595. From London, Ky., to Russellville, Tenn.	Sesler & Fogg....	Three times a week, in four-horse coaches.	98	5,742 00
7003. From Montgomery to Greensboro', Ala.	Hill, Taylor & Timberlake.	Daily, in four-horse coaches.	96	13,000 00
10451. From Bowling Green to Mexico, Mo.	J. S. Smith.....	Once a week; mode not specified.	54	288 00
9671. From Clover Port to Bowling Green, Ky.	S. Dewese	do.....	62	450 00
9597. From Mershoms Cross Roads to Booneville, Ky.	H. Faubus.....	do.....	39	209 00
12232. From La Grange to Goshen, Ind.	S. G. Streeter	do.....	22	110 00
5188. From Abingdon to Cumberland Gap, Va.	D. C. & J. B. Dunn.	Three times a week, in four-horse coaches.	113 $\frac{3}{4}$	4,975 00
1307. From Lockport to North Clarence, N. Y.	.....	Once a week; mode not specified.	15	73 60
3409. From Pittsburg to Brownsville, Pa.	A. Jacobs.....	Six times a week, in steamboats.	55	3,000 00
10624. From Springfield to Frémont, Mo.	I. J. Edmonson ...	Once a week; mode not specified.	50	295 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Nov. 9, 1858	Route changed, after passing Pleasant Grove, to go <i>via</i> La Vega and end at Virginia Grove, instead of Dodgeville, (omitted,) increasing distance 6 miles.	\$52 00	Nov. 23, 1858	
-----do-----	Route to commence at Weyauwega, increasing distance 9 miles, and service increased to twice a week.	310 00	Nov. 9, 1858	
Nov. 10, 1858	Service improved to four-horse coaches, at \$4,300, in accordance with bid and privilege reserved by department at lettings when the bid for two-horse coaches was accepted.	810 00	Jan. 1, 1859	
Nov. 11, 1858	Service improved to every other day.	957 00	Nov. 18, 1858	
Nov. 12, 1858	Branch mail from the Marion Junction, by Bellevue, to Uniontown, 14½ miles, and back, daily.	1,964 00	Nov. 28, 1858	
Nov. 13, 1858	Supply of Hickory Creek, at new site, increasing distance 2 miles.	10 00	Aug. 2, 1858	
-----do-----	Supply of Green Castle, increasing distance 1½ miles.	10 00	Jan. 11, 1859	
Nov. 16, 1858	Supply of McKee, increasing distance 3 miles.	16 00	-----	Contractor declined.
-----do-----	Order of August 14, 1858, extending route to Goshen, modified so as to allow \$60 additional per annum, for 12 miles increased distance, instead of \$10 for two miles.	50 00	Oct. 29, 1858	
Nov. 18, 1858	Service improved to every other day.	829 00	Nov. 22, 1858	
Nov. 23, 1858	Site of North Clarence changed, increasing distance 1½ mile.	7 50	April 22, 1858	
-----do-----	Route extended 30 miles, to Greensboro'.	1,636 00	Nov. 29, 1858	
Nov. 26, 1858	Supply of Willard, increasing distance 1 mile.	6 00	Nov. 9, 1858	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
3262. From Williamsport to Dushore, Pa.	J. & P. Dunn.....	Once a week; mode not specified.	50	\$230 00
9203. From Athens to Barlow, Ohio.	H. T. Hoyt	Three times a week; mode not specified.	31	858 00
7197. From Pine Level to Bruceville, Ala.	W. B. Williams...	Once a week; mode not specified.	21	300 00
13049. From Wyoming to Highland, Wis.	B. Williams.....	do.....	17	190 00
13589. From La Crescent to Chatfield, Minn.	Sawyer & Cobb...	do.....	55	500 00
13504. From St. Paul to Decorah, Minn.	Wheeler & Nichols.	Three times a week, with certainty, celerity, and security.	168	3,900 00
12528. From Columbia to Mokelumne Hill, Cal.	J. Gordon.....	Three times a week, in four-horse coaches.	33	975 00
11031. From Newton to Fort Dodge, Iowa.	D. S. Conch.....	Once a week; mode not specified.	87	794 00
3331. From Cumberland to Greensburgh, Pa.	Benford & Wigle..	Six times a week, in two-horse coaches.	78	4,320 00
9616. From Lancaster to Richmond, Ky.	J. Huffman	Twice a week; mode not specified.	26	350 00
8647. From Shelbyville to Henderson, Texas.	D. Smith.....	do.....	57	498 50
7037. From Bradford to Goldville, Ala.	E. A. Dozier.....	do.....	30	485 00
152. From Livermore Falls to Farmington, Me.	F. V. Stewart....	Six times a week, with certainty, celerity, and security.	17	395 00
13012. From Milwaukie to Sheboygan Falls, Wis.	Davis & More	Six times a week, with certainty, celerity, and security to Ozaukee, three times a week residue of route.	56	2,290 00
13069. From Viroqua to Richland Centre, Wis.	W. F. White	Once a week; mode not specified.	34	300 00
3213. From Gettysburg to Hampton, Pa.	J. L. Tate	Three times a week; mode not specified.	12	99 00
6123. From Millway to New Market, S. C.	A. Reagan.....	do.....		364 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Nov. 26, 1858	Two additional weekly trips to Loyalsock, 12 miles.	\$110 00	Dec. 4, 1858	
Nov. 27, 1858	Route extended $1\frac{1}{2}$ miles, to Vincent.	42 00	Nov. 22, 1858	
-----do-----	Route extended 11 miles, to Union Springs.	157 00	Dec. 18, 1858	
Nov. 30, 1858	Site of Wyoming changed, increasing distance 3 miles.	34 00	July 1, 1858	
Dec. 1, 1858	Route changed to commence at La Crosse and end at Neoca, saving 14 miles, and service increased, on route as curtailed, to six times a week.	800 00	Dec. 1, 1858	
Dec. 1, 1858	Three additional weekly trips between Chatfield and Rochester.	300 00	Dec. 1, 1858	
Dec. 2, 1858	Route to commence at Sonoma, increasing distance 4 miles.	118 00	Jan. 1, 1859	
-----do-----	One additional weekly trip to Nevada, 37 miles.	337 00	Dec. 13, 1858	
Dec. 4, 1858	One additional weekly trip.	720 00	Dec. 12, 1858	
Dec. 9, 1858	Supply of Lowell, increasing distance $\frac{1}{2}$ a mile.	7 00	-----	Dec. 28, 1858, rescinded, Lowell having been discontinued.
-----do-----	Supply of Pine Hill, increasing distance $1\frac{1}{2}$ mile.	12 00	Dec. 9, 1858	
Dec. 10, 1858	Route to commence at Wetumpka, increasing distance 35 miles.	566 00	-----	Rescinded; see curtailments April 15, 1859.
-----do-----	Three of the weekly trips extended from Farmington by Strong and Avon to Phillips, 15 miles.	174 00	Dec. 14, 1858	
-----do-----	Route extended to Sheboygan, and service increased to six times a week on entire route.	572 00	Dec. 20, 1858	
-----do-----	Supply of Viola, increasing distance 3 miles.	24 00	-----	Jan. 17, 1859, rescinded.
Dec. 11, 1858	Supply of Granite Hill, increasing distance 2 miles.	25 00	-----	Date of commencement not reported.
Dec. 13, 1858	Supply of Frazierville, increasing distance 4 miles.	50 00	Jan. 13, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
10531. From Independence to St. Joseph, Mo.	P. Roberts, jr.	Daily, in four-horse coaches.	95	\$9,340 00
10626. From Springfield to Fayetteville, Mo.	J. H. Hobbs	Six times a week, in two-horse stages	106	4,500 00
6881. From Tallahassee to Walker's Mill, Fla.	Tallahassee Railroad Co.	Three times a week, by railroad.	25½	765 00
6305. From Albany, Ga., to Tallahassee, Fla.	Wright, Griffin, & Mott.	Six times a week, in four-horse coaches to Thomasville, three times a week residue of route.	96½	4,450 00
7361, (old.) From Temperance Hill to Aberdeen, Miss.	W. A. Larkin.	Twice a week; mode not specified.	24½	486 00
7444. From Columbus to Greensboro', Miss.	Hill, Taylor & Timberlake.	Three times a week, in two-horse hacks.	70	3,600 00
8517. From Hampstead to Waco Village, Texas.	Sawyer & Risher..	Three times a week, in four-horse coaches.	150	4,800 00
7572. From Hazlehurst to Port Gibson, Miss.	W. D. Terry.	Daily, in four-horse coaches.	50	3,745 00
10556. From Booneville to Versailles, Mo.	J. F. Richardson ..	Twice a week, in two-horse coaches.	50	1,500 00
10564. From Versailles to Linn Creek, Mo..	G. Campbell.	Twice a week, with certainty, celerity, and security.	31	500 00
10576. From Harrisonville to West Point, Mo.	H. W. Younger ..	Once a week; mode not specified.	28	200 00
10219. From Memphis to Brownsvills, Tenn.	Memphis and Ohio Railroad Co.	Daily, by railroad	57 ³² / ₁₀₀	2,866 00
11739. From Peoria to Kewanee, Ill.	G. J. Taggart.	Three times a week; mode not specified.	46	1,200 00
12215. From La Porte to Valparaiso, Ia.	M. Warner	Three times a week, with certainty, celerity, and security.	22	391 00
10697. From St. Louis to Sturgeon, Mo.	North Missouri Railroad Co.	Daily, by railroad	131½	13,175 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Dec. 20, 1858	Supply of Quindare, increasing distance 2 miles.	\$196 00	-----	Date of commencement not reported.
-----do-----	One additional weekly trip.	750 00	Jan. 1, 1859	
-----do-----	Daily service-----	765 00	-----do-----	
-----do-----	Service beyond Thomasville changed to run by Glasgow and Monticello, Fla., to Walker's Mill, six times a week, omitting Duncanville and Tallahassee.	510 00	-----do-----	
Dec. 22, 1858	Order of February 7, 1856, for supply of Mormon Springs, modified so as to allow \$133 per annum, in lieu of \$97 per annum.	36 00	Sept. 1, 1854	
-----do-----	Route extended from Greensboro' to Greenwood, increasing distance 62 miles.	3,183 00	Jan. 31, 1859	
Dec. 23, 1858	Four additional weekly trips.	4,800 00	Jan. 10, 1859	
-----do-----	Supply of Pattona, increasing distance 1½ miles.	112 00	-----	Sept. 12, 1859, rescinded, order never having gone into effect.
Dec. 24, 1858	One additional weekly trip between Tipton and Versailles, 17 miles.	225 00	Jan. 12, 1859	
-----do-----	One additional weekly trip.	250 00	Jan. 10, 1859	
-----do-----	One additional weekly trip. Branch route from Lodi to Paoli, Kansas, 20 miles, twice a week, to be performed in due connexion with the main route.	200 00 } 300 00 }	-----do-----	
Dec. 24, 1858	Route to end at Bell's, increasing distance 13 miles.	650 00	Dec. 14, 1858	
-----do-----	Three additional weekly trips between Toulon and Kewanee, 13 miles.	200 00	Jan. 1, 1859	
Dec. 27, 1858	Three additional weekly trips.	391 00	Jan. 10, 1859	
-----do-----	Route to end at Allen, increasing distance 16 miles.	1,600 00	Dec. 20, 1858	

Termini of Route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
6836. From Tallahassee to Ridleyville, Fla.	M. Beesley.....	Once a week ; mode not specified.	80	\$400 00
13163. From Green Bay to Kewanee, Wis.	J. Axlett	-----do-----	32½	180 00
7515. From Rossville to Holly Springs, Miss.	H. G. Barbee	Three times a week ; mode not specified.	30	936 00
7555. From Gallatin to Hamburg, Miss.	G. Rea	Once a week ; mode not specified.	55	600 00
7487. From New Albany to Harrisburg, Miss.	L. Jarvis	-----do-----	27	195 00
262. From Hillsboro' Bridge to Keene, N. H.	L. Martin.....	Three times a week, in two-horse coaches.	26	294 00
10492. From Glasgow to Macon City, Mo.	J. & A. Arnot	Three times a week, in four-horse coaches.	50	1,498 00
1338. From Kilbuck to Ellicottsville, N. Y.	D. E. Bartlett	Six times a week ; mode not specified.	10	99 00
10493. From Glasgow to Marshall, Mo.	J. K. Owens.....	Twice a week, with certainty, celerity, and security.	40	600 00
6387. From Albany to Fort Gaines, Ga.	J. Strickland.....	Once a week ; mode not specified.	64	375 00
150. From Leed's Station to Livermore Falls, Me.	Androscoggin Railroad Co.	Six times a week, by railroad.	20	1,000 00
7432. From Carthage to Hillsboro', Miss.	A. H. Brantley....	Once a week ; mode not specified.	24	192 00
7914 (old.) From Gilmer to Mount Pleasant, Tex.	S. C. Newman.....	Twice a week ; mode not specified.	36	475 00
8650. From San Augustine to Marshall, Tex.	J. T. Baker	Three times a week, in two horse hacks, with certainty, celerity, & security.	107	3,200 00
11785. From Galena to Nora, Ill.	J. P. Claypool	Once a week ; mode not specified.	34	340 00
11545. From Dixon to Rockford, Ill.	S. L. Mallory.....	Three times a week, in two-horse coaches.	40	906 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Dec. 27, 1858	Supply of Blue Creek, increasing distance 1 mile	\$5 00	-----	Date of commencement not reported.
-----do-----	One additional weekly trip.	180 00	Jan. 24, 1859	
-----do-----	Three additional weekly trips between Rossville and Mount Pleasant, 7 miles.	218 00	Jan. 19, 1859	
-----do-----	Two additional weekly trips between Gallatin and Union Church, 27½ miles.	600 00	Feb. 2, 1859	
-----do-----	One additional weekly trip.	195 00	Jan. 25, 1859	
Dec. 28, 1858	Supply of Stoddard, increasing distance 4 miles.	45 00	} Jan. 1, 1859	
	Three additional weekly trips.	339 00		
Dec. 29, 1858	Route to end at Allen, saving 19 miles and \$569 per annum; and three additional weekly trips to be run on route as curtailed, at \$929 additional per annum.	360 00	-----do-----	
-----do-----	Six additional weekly trips.	99 00	Dec. 29, 1858	
Dec. 30, 1858	One additional weekly trip between Miami and Marshall, 15 miles.	112 50	Jan. 29, 1859	
Jan. 3, 1859	Gillion's re-established, and site changed, increasing distance 5 miles.	29 00	April 15, 1858	
Jan. 4, 1859	Route extended 18½ miles, to Farmington.	912 50	Jan. 1, 1859	
-----do-----	Supply of Walnut Grove, increasing distance 7 miles.	56 00	Jan. 28, 1859	
Jan. 5, 1859	Supply of Pittsburg, increasing distance 3 miles.	22 00	June 1, 1855	
-----do-----	Supply of Grand Bluff, increasing distance 7 miles.	209 00	Jan. 25, 1859	
-----do-----	One additional weekly trip.	300 00	Jan. 13, 1859	
-----do-----	Three additional weekly trips between Dixon and Grand Detour, 6 miles.	136 00	Jan. 26, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
10454. From Paris to Kirkville, Mo.	W. Hargrove.....	Twice a week; mode not specified.	78	\$1,100 00
14518. From New Albany to Jasper, Iowa.	K. John.....	Once a week; mode not specified.	72	317 00
12268. From Deerfield to Fort Recovery, Iowa.	G. M. Scott.....	-----do-----	17	100 00
10491. From Glasgow to Liberty, Mo.	P. Roberts, jr.....	Six times a week, in two-horse coaches.	122	12,300 00
13073. From Sparta to Hudson, Wis.	Davis & More	Six times a week, with certainty, celerity, and security.	156	4,748 00
12601. From Grand Rapids to Greenville, Mich.	W. D. Warden.....	Three times a week; mode not specified.	35	495 00
9172. From Columbus to Mount Vernon, Ohio.	C. Wilcox.....	Six times a week, with certainty, celerity, and security, three of the trips by Central College and three by Westernville and Genoa Cross Roads.	48	1,399 00
10054. From Kingston to Jamestown, Tenn.	W. P. Lowery	Once a week; mode not specified.	57½	293 00
12536. From Hillsdale to Angola, Mich.	S. H. Turner	-----do-----	38	210 00
8269. From Bellevue to Iverson, La.	J. M. Jones.....	-----do-----	36	488 00
7204. From Otho to Laurenceville, Ala.	W. M. Guilford ...	Twice a week; mode not specified.	9	225 00
7539. From Philadelphia to Union, Miss.	G. P. Woodward ..	Three times a week; mode not specified.	15	312 00
3521. From Brookville to Ridgeway, Pa.	J. Shoop.....	Once a week; mode not specified.	35	260 00
5030a. From Cedar Creek to Middletown, Va.	V. R. Sydner	Twice a week; mode not specified.	5	55 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Jan. 6, 1859	Supply of Granville, increasing distance 2 miles.	\$28 00	-----	Date of commencement not reported.
Jan. 7, 1859	Supply of English, increasing distance 3 miles.	14 00	Ap'l 11, 1856, to June 23, 1857	
-----do-----	Supply of New Pittsburg, increasing distance 2 miles.	14 00	July 1, 1858	
Jan. 8, 1859	Supply of Miles Point, increasing distance 2 miles.	200 00	Feb. 17, 1859	
-----do-----	Route extended to St. Paul, 18 miles.	196 00	Jan. 15, 1859	
Jan. 13, 1859	Supply of Laphamville, increasing distance 3 miles.	43 00	Jan. 19, 1859	
-----do-----	Six additional weekly trips between Blenden and Galena.	320 00	Jan. 27, 1859	
Jan. 14, 1859	One additional weekly trip to Morgan C. H., 25 miles.	127 00	Feb. 3, 1859	
-----do-----	Route to end at Frémont, saving 8 miles and \$44 per annum, and one additional weekly trip to be run on route as curtailed, and embracing Edinburg, at \$166 additional per annum.	122 00	Feb. 28, 1859	
-----do-----	Route to end at Minden, omitting Iverson and embracing Bisteneau, increasing distance 10 miles.	98 00	-----	Date of commencement not reported.
-----do-----	Supply of Hilliardsville, increasing distance 2 miles.	50 00	Jan. 27, 1859	
-----do-----	Supply of Neshaba Springs, increasing distance 2 miles.	41 50	Feb. 10, 1859	
Jan. 15, 1859	Supply of Arroyo, increasing distance 3 miles.	22 00	Aug. 14, 1858	
-----do-----	Route to run from Cedar Creek, by Lebanon Church, to Strasburg, omitting Middletown, increasing distance 3½ miles.	38 50	Feb. 12, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
7194. From Troy to Union Springs, Ala.	G. W. Kilgour....	Once a week; mode not specified.	38	\$246 00
1189. From Cooperstown to Norwich, N. Y.	J. V. P. Gardner ..	Three times a week, in two horse coaches.	44	848 00
9024. From Cambridge to Fairfield, Ohio.	J. Patterson.....	Once a week; mode not specified.	25	165 00
11083. From Quincy to Fontanelle, Iowa.	W. B. Davis.....	Twice a week; mode not specified.	25	271 00
9555. From Mt. Sterling to Piketon, Ky.	D. Cooley.....	Twice a week; mode not specified.	113	1,100 00
3293. From Andesville to New Germantown, Pa.	Z. Rice	Three times a week; mode not specified.	13	190 00
10. From Waterville to North Anson, Me.	G. W. Ricker.....	Three times a week with three addit'l weekly trips between Skowhegan and Noridgewock, on horse to Skowhegan, two-horse coaches residue.	34	887 00
10458. From Quincy, Ill., to St. Joseph, Mo.	J. C. Bowman	Six times a week, in four-horse coaches.	225	24,000 00
9173. From Columbus to Bladensburg, Ohio.	J. Priest.....	Once a week; mode not specified.	46	240 00
10607. From Papinsville to Greenfield, Mo.	J. Stratton.....	-----do-----	57	440 00
9528. From Lexington to London, Ky.	Irvine & Hawkins.	Six times a week, in four-horse coaches, to Richmond, three times a week residue of route.	74	6,500 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Jan. 15, 1859	Conveying from Union Springs to Troy, on December 11, 1858, a document sack not portable on horseback.	\$3 00	-----	
-----do-----	Three additional weekly trips on the 16 miles beyond New Berlin.	309 00	Jan. 20, 1859	
Jan. 17, 1859	Site of Indian Camp changed, increasing distance 1 mile.	7 00	Sept. 13, 1858	
-----do-----	Order of August 21, 1858, to end route at Fontanelle, modified so as to deduct \$80 per annum, instead of \$119.	39 00	Sept. 7, 1858	
--- do-----	One additional weekly trip to Hazle Green, 41 miles.	200 00	-----	} Nov. 11, 1859, rescinded; never having gone into effect.
	Fifty per cent. allowed for a led horse, eight months, between Mt Sterling & Hazle Green.	200 00	-----	
-----do-----	Three additional weekly trips.	190 00	Feb. 1, 1859	
Jan. 19, 1859	Three additional weekly trips between Noridgewock and North Anson, 12 miles.	228 00	-----	Date of commencement not reported.
-----do-----	Mails from Quincy during close of navigation on Mississippi river, (say four months,) to be conveyed on the east side of the river, crossing at Hannibal, and back, instead of <i>via</i> Palmyra, increasing distance 4 miles.	133 66	-----	For the term.
-----do-----	Supply of Beech, increasing distance 2 miles.	10 50	July 12, 1858	
-----do-----	Supply of Rector's Store, increasing distance 3 miles.	23 00	Sept. 28, 1858	
-----do-----	Service between Richmond and London, 48 miles, improved to every other day.	520 00	Nov. 28, 1858	

Termini of Route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
13073. From Sparta to St. Paul, Wis.	Davis & Moore...	Six times a week with certainty, celerity, and security.	156	\$4,944 00
3219. From Hanover Junction to Hanover, Pa.	Hanover Branch Railroad Co.	Twelve times a week, by railroad.	19	950 00
8546. From Gonzales to La Grange, Texas.	L. Hontz	Three times a week; mode not specified.	49½	1,050 00
7119. From Jasper to Elyton, Ala.	T. Brown	Once a week; mode not specified.	41	310 00
10996. From Farmerbsurg to McGregor's, Iowa.	H. W. Wakeman ..	do	12	100 00
9618. From Danville to London, Ky.	Irvine & Hawkins.	Three times a week, in four-horse coaches.	60	3,000 00
9527. From Lexington to Owingsville, and From Paris to Owingsville, Ky.	do	do	{ 47 27 }	3,500 00
6163. From Kitching's Mills to Rich's Store, S. C.	H. D. Ott	Once a week; mode not specified.	15	95 00
10175. From Dover to Golden Pond, Tenn.	W. H. Brown	do	27	180 00
6854. From Ocala to Bay Port, Fla.	C. T. Jenkins	Twice a week; mode not specified.	76	1,900 00
12123. From Evansville to New Harmony, Ia.	E. Burtis	do	27	364 00
11784. From Galena to Moline, Ill.	J. H. Orcutt	Three times a week; mode not specified.	94	2,646 00
3166. From Honesdale to Pleasant Mount, Pa.	W. R. M. Lowry..	Six times a week, in two-horse coaches.	17	545 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Jan. 21, 1859	Supply of Stillwater, by side mail, from Hudson.	\$196 00	Feb. 1, 1859	
-----do-----	Route extended to Gettysburgh, 11½ miles.	562 50	Dec. 4, 1858	
-----do-----	Supply of McClure's Hill, increasing distance one mile.	21 00	-----	Order rescinded; contractor declined.
Jan. 22, 1859	End route at Jonesboro', increasing distance 10 miles, embracing Wal-drop's Mills.	75 00	-----	Date of commencement not reported.
Jan. 24, 1859	Route to commence at Elkador, increasing distance 8 miles.	66 66	Feb. 10, 1859	
-----do-----	Three additional weekly trips to Crab Orchard, 20 miles, during watering season.	333 33	June 1, 1859	For the season.
-----do-----	Service improved to six times a week, between Lexington and Mt. Sterling and Paris, 32 miles, and six times a week between Mt. Sterling and Paris 22 miles.	2,250 00	Mar. 5, 1859	
Jan. 25, 1859	Supply of Long Hollow, increasing distance 2 miles.	13 00	Feb. 12, 1853	
-----do-----	One additional weekly trip.	180 00	Feb. 8, 1859	
Jan. 26, 1859	Toll from July 1 to December 31, 1858.	26 00	-----do-----	
-----do-----	One additional weekly trip.	182 00	Feb. 9, 1859	
-----do-----	Route to end at Rock Island, increasing distance 3 miles.	84 00	Feb. 1, 1859	
-----do-----	Order of January 26, 1858, extending route to Honesdale modified so as to allow \$557 additional, instead of \$350, being <i>pro rata</i> for 4 miles increased distance, and for additional trips between Prompton and Pleasant Mount.	207 00	Jan. 1, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
9387 (old.) From Berwick to Jerseytown, Pa.	J. G. Evans.....	Three times a week ; mode not specified.	27	\$370 00
13574. From Wabashaw to Faribault, Minn.	J. B. Downer.....	-----do-----	66	\$1,995 00
302. From Union Bridge Depot to Gilmanton, New Hampshire.	I. C. Marsh.....	Six times a week; mode not specified.	9	230 00
10908. From Fort Madison to Virginia Grove, Iowa.	J. E. De Lee.....	Once a week; mode not specified.	47	377 00
7942. From Washington to Wilton, Ark.	E. & W. H. Carruth	Three times a week ; mode not specified.	27	489 00
9545. From Florence to Bullettsville, Ky.	W. E. Thomas....	Three times a week to Burlington, once a week residue of route; mode not specified.	20	194 00
10690. From Benton to Charleston, Mo.	B. M. Duke.....	Three times a week ; mode not specified.	20	140 00
14035. From Bloomington to Neosho, Neb. Ter.	J. Hewitt.....	Once a week; mode not specified.	60	320 00
4999. From Lovettsville to Barry, and from Lovettsville to Lovettsville, Va.	J. M. Slater	Three times a week ; mode not specified.	12½	149 00
11076. From Winterset to Penora, Iowa.	L. B. Reno.....	Once a week; mode not specified.	41	216 00
6872. From Fernandina to Starke, Fla.	Florida Railroad Company.	Six times a week by railroad.	73½	7,325 00
430. From Lyndon Centre to Island Pond, Vt.	G. W. Warner....	Three times a week ; mode not specified.	24	250 00
13596. From Shakopee to Fort Ridgely, Minn.	P. W. Sawyer.....	Once a week; mode not specified.	80	1,900 00
13606. From Mankato to Sioux City, Minn.	J. W. Babcock....	Once in two weeks, with certainty, celerity, and security.	200	1,549 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Jan. 26, 1859	Supply of Evansville, increasing distance 2 miles.	\$27 00	Mar. 21, 1855 to June 30, 1856.	
Jan. 27, 1859	Route extended to Chipewewa Falls, running by Eau Claire, Brunswick, Rockfall, Luna, Durans, and Maxville, increasing distance 60 miles.	1,600 00	Feb. 10, 1859	
-----do-----	Route to commence at Sanbornnton Bridge, increasing distance 1 mile.	25 50	Feb. 4, 1859	
Jan. 28, 1859	Order of Nov. 8, 1858, to end route at Virginia Grove, modified so as to allow \$87 for 10 miles, instead of \$52 for 6 miles.	35 00	Nov. 23, 1858	
-----do-----	Supply of Ozan, increasing distance 3 miles.	49 00	Feb. 5, 1859	
-----do-----	Three additional weekly trips between Florence and Burlington, 6 miles.	109 00	Feb. 9, 1859	
Jan. 29, 1859	Route changed so as to go via Commerce, Price's Landing, and Cypress, increasing dist. 8 miles.	56 00	Feb. 15, 1859	
-----do-----	Supply of Lynch's Prairie, increasing distance 5 miles.	27 00	-----	April 18, 1859; rescinded.
-----do-----	Toll for quarter ended December 31, 1858.	3 75		
Feb. 1, 1859	Supply of West Milton, increasing distance 3 miles.	15 00	Oct. 13, 1858	
Feb. 3, 1859	Route extended to Waldo, 12½ miles.	1,250 00	Feb. 1, 1859	
-----do-----	Route to commence at Lyndon, increasing distance 2 miles.	21 00	Feb. 14, 1859	
-----do-----	Service between Shakopee and Glencoe increased to three times a week, and between Glencoe and Fort Ridgely to twice a week.	1,900 00	Feb. 15, 1859	
-----do-----	Service increased to once a week.	1,549 00	March 1, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
13604. From Traverse des Sioux to New Ulm, Minn.	J. W. Babcock...	Once a week; mode not specified.	29	\$288 00
429. From Lyndon Centre to East Charleston, Vt.	N. Warner.....	Twice a week, in two-horse coaches.	23	300 00
7813. From Napoleon to Pine Bluff, Ark.	J. D. Adams.....	Three times a week, in steamboats.	165	11,750 00
4994a. From Richmond to Stevensville, Va.	R. F. Northern ...	Twice a week; mode not specified.	43	602 00
10593. From Quincy to Oceola, Mo.	G. W. Hackwell..	Three times a week; mode not specified.	18	475 00
10416. From Bonnet's to Linn, Mo.	Miller & Zevely...	Twice a week; mode not specified.	13	200 00
7037. From Wetumpka to Goldville, Ala.	E. A. Dozier.....	-----do-----	65	1,051 00
7422, (old) From Houston to Choctaw Agency, Miss.	J. C. Holliday....	-----do-----	55	600 00
12157. From Greencastle to Rockville, Iowa.	P. Beauchamp....	Six times a week; mode not specified.	32	995 00
7433. From Carthage to Union, Miss.	J. H. Caldwell....	Once a week; mode not specified.	36	200 00
100. From New Castle to Pemaquid.	} M. M. Snow - {	Six times a week, with certainty, celerity, and security.	10	} 280 00
Round Pond supplied from Bristol.		Three times a week...	3	
9179. From Columbus to Marysville, Ohio.	C. L. Olive.....	Three times a week; mode not specified.	32½	593 00
9136. From Millersburg to Canal Dover, Ohio.	D. S. Kelly.....	Twice a week; mode not specified.	27	209 00
3192. From York to Mechanicsburgh, Pa.	D. Taylor.....	Once a week; mode not specified.	30	118 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Feb. 3, 1859	Two additional weekly trips.	\$412 00	Feb. 15, 1859	
Feb. 4, 1859	Route to commence at Lyndon, increasing distance 2 miles.	26 00	Feb. 14, 1859	
-----do-----	Route extended to Little Rock, 100 miles, during navigation.	7,121 00	Feb. 4, 1859	
-----do-----	Ferriages during quarter ended Dec. 31, 1858.	38 75		
Feb. 5, 1859	Three additional weekly trips.	475 00	-----	Date of commencement not reported.
-----do-----	One additional weekly trip.	100 00	Feb. 16, 1859	
-----do-----	One additional weekly trip to Bradford.	283 00	-----	Order rescinded; never went into effect.
-----do-----	Supply of Long Branch, increasing distance 14 miles.	152 00	June 1, 1856, to June 30, 1858	
Feb. 9, 1859	Route extended to Montezuma, increasing distance 8 miles.	305 00	March 1, 1859	
	Roseville to be supplied by side mail from Clinton Rock.	200 00		
Feb. 10, 1859	One additional weekly trip.	200 00	Mar. 8, 1859	
-----do-----	Three additional weekly trips between Round Pond and Bristol.	15 00	Feb. 19, 1859	
Feb. 11, 1859	Order of Aug. 12, 1858, to supply Watkins, modified so as to allow \$36 for 2 miles increased distance, instead of \$18 for 1 mile.	18 00	Aug. 19, 1858	
-----do-----	Supply of Dundee and Winfield, increasing distance 3½ miles.	27 00	Feb. 21, 1859	
-----do-----	Route extended to Mechanicsburgh, 7 miles.	35 00	July 4, 1856	Modification of order of June 7, 1856, extending this route to Mechanicsburgh, but without additional compensation being allowed at the time.

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
10978. From Dubuque to Davenport, Iowa.	Bennett & Thompson.	Three times a week; mode not specified.	97	\$1,798 00
9050. From Pittsburg, Pa., to La Porte, Ind.	Pittsburg, Fort Wayne, and Chicago R. R. Co.	Twelve times a week, by railroad.	413	56,787 50
8534. From Columbus to La Grange, Texas.	Sawyer & Risher..	Three times a week; mode not specified.	60	1,500 00
13048. From Mineral Point to Galena, Wis.	Davis & More....	Three times a week, with certainty, celerity, and security.	40	960 00
8554. From Austin to Victoria, Texas.	Sawyer & Risher..	Three times a week, in four-horse coaches.	130	3,890 00
12121. From Jasper to Loogootee, Ind.	J. Ackerman.....	Three times a week; mode not specified.	22	369 00
280. From Wilton to Keene, N. H.	H. T. Morrell....	Three times a week, with certainty, celerity, and security.	33	187 00
7210. From Huntsville to Athens, Ala.	J. P. Doyle.....	Once a week; mode not specified.	30	200 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Feb. 14, 1859	Three additional weekly trips between Lyons and Davenport, 38 miles, from November 15 to April 15 in each year.	\$293 66	Feb. 28, 1859	
-----do-----	Route extended to commence at Chicago, Ill., increasing distance 56½ miles, and pay increased from \$137 50 per mile to \$200 per mile.	37,112 50	Jan. 1, 1859	
Feb. 17, 1859	One half trip a week additional; contractor to run on alternate days, forming due connexions at La Grange with No. 8512, Houston to Austin.	250 00	Mar. 14, 1859	
Feb. 18, 1859	Supply of White Oak Springs, increasing distance 3 miles.	50 00	Feb. 1, 1859	
Feb. 19, 1859	One half trip a week additional; contractor to run every other day, forming due connexions at Austin and Victoria with four-horse coach service.	648 00	Feb. 19, 1859	
Feb. 22, 1859	Order of June 25, 1858, omitting Haysville, saving 3 miles and \$16 per annum, and ordering two additional weekly trips on route as curtailed, at \$246 additional, modified so as to restore route to its original distance of 25 miles, and to allow \$278 additional for two additional weekly trips on route as restored.	48 00	July 21, 1858	
Feb. 23, 1859	Three additional weekly trips to Peterboro'.	88 00	Mar. 21, 1859	
-----do-----	Route changed to go, after passing Madison Cross Roads, by Centre Hill to Athens, omitting Elkmouth Springs and Elkton, increasing distance 3 miles.	20 00	Feb. 11, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
5819. From Marion to Hendersonville, N. C.	J. Whitaker.....	Once a week; mode not specified.	44½	\$200 00
9163. From Columbia Centre to Jersey, Ohio.	W. Pincott.....	Twice a week; mode not specified.	6	48 00
3296 From Mifflintown to Selin's Grove, Pa.	J. B. M. Todd.....	Three times a week; mode not specified.	34	475 00
5730. From Lexington to Ashboro', N. C.	J. Cox.....	Once a week; mode not specified.	37	175 00
11683. From Kaskaskia to Bellville, Ill.	J. M. McCutcheon.....	do.....	46½	380 00
1386. From Ithaca to South Danby, N. Y.	J. Wilcox.....	Three times a week; mode not specified.	8	145 00
11668. From Beardstown to Bethel, Ill.	S. Newton.....	Once a week; mode not specified.	22	185 00
3311. From Elder's Ridge to Indiana, Pa.	N. McKillip.....	Three times a week; mode not specified.	22	365 00
3374. From Carwinsville to Ansonville, Pa.	D. S. Fleming.....	Once a week; mode not specified.	13	108 00
5179. From Poplar Hill to Mechanicsburg, Va.	R. K. Stafford.....	Twice a week; mode not specified.	13	95 00
7952. From Paraclifta to Fort Washata, Ark.	J. H. Hamilton..	Three times a week; mode not specified.	160	4,992 00
6872. From Fernandina to Waldo, Fla.	Florida Railroad Company.	Six times a week, by railroad.	85¾	8,575 00
10219. From Memphis to Bell's, Ten.	Memphis and Ohio Railroad Co.	Daily, by railroad.....	70.31	3,516 00
8702. From Athens to Waxahatchie, Tex.	W. Edmundston..	Once a week; mode not specified.	60	550 00
8675. From Alta Springs to Centreville, Tex.	E. Smith.....	do.....	48	499 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Feb. 23, 1859	Supply of Blue Ridge, increasing distance two miles.	\$9 00	March 8, 1859	
Feb. 24, 1859	Supply of Hawk Eye, increasing distance two miles.	16 00	March 2, 1859	
-----do-----	Supply of Evansdale, increasing distance $\frac{1}{2}$ mile.	5 00	March 7, 1859	
-----do-----	Supply of Hannersville, increasing distance 3 miles.	14 00	April 16, 1859	
-----do-----	Supply of Evansville, increasing distance 5 miles.	41 00	March 1, 1859	
Feb. 26, 1859	Site of South Danby changed, increasing distance 1 mile.	18 12	May 12, 1858	
Mar. 1, 1859	One additional weekly trip between Concord and Bethel, 6 miles.	39 00	Mar. 15, 1859	
-----do-----	Route to commence at Indiana and run by Tannery, West Lebanon, South Bend, Olivet, Elder's Ridge, Clarksburgh, Ebenezer, and Kent, back to Indiana, (circuitous,) increasing distance 3 miles.	50 00	March 5, 1859	
Mar. 2, 1859	Supply of Breckenridge, increasing distance 2 miles.	16 00	Feb. 1, 1859	
Mar. 4, 1859	Site of Poplar Hill changed, increasing distance 2 miles.	14 50	Feb. 15, 1859	
Mar. 7, 1859	Route to commence at Brownstown, increasing distance 10 miles.	312 00	May 14, 1859	
Mar. 18, 1859	Route extended to Gainesville, $12\frac{1}{4}$ miles.	1,225 00	April 21, 1859	
Mar. 24, 1859	Route extended to Humbolt, 12.18 miles.	609 00	March 1, 1859	
Mar. 25, 1859	Supply of Big Rock, Buffalo, Taos, and Tellico, increasing distance 20 miles.	183 00	April 24, 1859	
Mar. 26, 1859	Route extended to Crockett, 35 miles.	355 00	May 2, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
8199. From Chaneyville, La., to Huntsville, Tex.	A. Huston -----	Three times a week, in four-horse coaches.	300	\$20,500 00
8199. From Chaneyville, La., to Huntsville, Tex.	A. Huston -----	-----do-----	300	20,500 00
10211. From Waynesboro' to Waynesboro', Tenn.	C. J. Herrin.	Once a week; mode not specified.	49	235 00
2627 (old.) From Campbell, C. H., to Halifax C. H. Virginia.	J. F. Cannon-----	-----do-----	67	380 00
7059. From Bennettsville to Van Buren, Ala.	B. Murphy-----	-----do-----	26½	195 00
7029. From De Soto to Wind Creek, Ala.	E. A. Dozier-----	Once a week; mode not specified.	15	125 00
7894. From Bloomington to Neosho, Ark.	James Hewett-----	-----do-----	60	320 00
7440. From Macen to Pickensville, Miss.	T. J. Foster-----	Three times a week; mode not specified.	26	495 00
7417. From Canton to Carthage, Miss.	J. Ries-----	Three times a week, in two-horse coaches.	33	1,799 00
7454. From Grenada to Hohenlinden, Miss.	S. R. Bingham---	Twice a week; mode not specified.	50	795 00
7532. From Middleton to Dalton, Miss.	T. B. Dalton-----	-----do-----	47	600 00
5133. From Braxton Court-House to Braxton Court-House, Va.	A. Squires, jr.	Once a week; mode not specified.	Equal to 42	250 00
7137. From Greensboro', Ala., to Columbus, Miss.	Hill, Taylor & Timberlake.	Three times a week, in four-horse coaches.	81	6,000 00
6813. From Newnansville to Otsena Otie, Fla.	G. N. Stanaland--	Once a week; mode not specified.	111	596 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
Mar. 29, 1859	Supply of Walnut Run, increasing distance 2 miles.	\$136 00	Mar. 29, 1859	
Mar. 31, 1859	Supply of Lucky Hit, Liberty Creek, and Huddleston, increasing distance 16 miles.	1,093 00	Mar. 31, 1859	
-----do-----	Supply of Little Cypress, Ala., increasing distance 5 miles.	12 00	-----do-----	Date of commencement not reported. Circuitous route.
April 12, 1859	Contractor allowed by act of Congress of February 23, 1859.	120 00	July 1, 1851, to June 2, 1853	
April 15, 1869	One additional weekly trip.	195 00	May 4, 1859	
April 15, 1859	Route extended to Chana-hachee, 8 miles.	67 00	April 30, 1859	
April 19, 1859	Supply of Lynch's Prairie, increasing distance 5 miles.	27 00	April 19, 1859	
-----do-----	Supply of Prairie Point and Big Bee Valley, increasing distance 4 miles.	76 00	-----do-----	
April 22, 1859	Supply of Sulphur Springs, once a week, increasing distance 4 miles.	73 00	Sept. 14, 1858	
-----do-----	Supply of Stateland, increasing distance 10 miles	159 00	May 5, 1859	
-----do-----	Supply of Greensboro', increasing distance 10 miles, and one additional trip to be run between Middleton and Greensboro'.	165 00	June 7, 1859	
April 23, 1859	Site of Stroud's Glade changed to Beaver Mills, increasing distance 4 miles.	29 00	Nov. 1, 1858	Circuitous route.
April 30, 1859	Order of April 16, 1859, reducing service to three times a week, modified so as to limit the reduction to the part of route beyond Clinton, and the reduction of pay to be \$4,400 instead of \$6,000.	1,600 00	April 25, 1859	
-----do-----	Supply of Ichctucknee, increasing distance two miles.	11 00	Mar. 14, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
4999. From Lovettsville to Barry, and from Lovettsville to Lovettsville, Va.	J. M. Slater.....	Three times a week ; mode not specified.	12½	\$149 00
7575. From Holmesville to Columbia, Miss.	J. M. Fortneberry.....	do	36	675 00
11690. From Belleville to Sparta, Illinois.	J. M. McCutcheon.	Twice a week, in two horse hacks.	36	400 00
7164. From Nanafalia to Dixon's Mills, Ala.	J. Toomey.....	Once a week ; mode not specified.	15	150 00
9178. From Columbus, to Piqua, Ohio.	Columbus, Piqua, and Indiana Railroad Company.	Six times a week, by railroad.	73	3,129 00
13558. From Monticello to Forest City, Minn.	Allen & Chase....	Once a week, in two-horse stages.	40	500 00
13560. From Dayton to Greenwood, Minn.	A. Armstrong....	Once a week ; mode not specified.	20	312 00
13564. From St. Cloud to Fort Abercrombie, Minn.	Allen & Chase....	Once a month ; mode not specified.	170	1,500 00
13505. From St. Paul to South Bend, Minn.	I. L. Hinds.....	Three times a week ; mode not specified.	108	3,322 00
13508. From St. Cloud to Crow Wing, Min.	Allen & Chase....	Six times a week to Falls of St. Anthony, three times a week residue of route, in four-horse coaches.	162	4,062 00
7159. From Butter Springs to Camden, Ala.	R. H. Simpson ...	Twice a week; mode not specified.	31	416 00
6534. From Savannah to Zero, Ga.	Savannah, Albany and Gulf Railroad Company.	Daily, by railroad	72½	3,625 00
11765. From Edgington to New Boston, Ill.	J. H. Ely.....	Twice a week; mode not specified.	28	443 00
7562. From Natchez to Osyka, Miss.	R. M. Neilson....	Three times a week; mode not specified.	84	2,140 00

Continued.

Date of order of additional allowance.	The additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
April 30, 1859	Tolls for quarter ended March 31, 1859.	\$3 75	-----	
-----do-----	Supply of Conerly's, increasing distance three miles.	56 00	May 7, 1859	
-----do-----	Two additional weekly trips to supply Belleville, Freeburg, Lively, Marissa and Sparta.	356 00	Mar. 15, 1859	
May 7, 1859	Route to commence at William's X Roads, increasing distance 16 miles.	160 00	May 3, 1859	
May 9, 1859	Route extended to Union City, Indiana, 30½ miles	1,307 00	May 17, 1859	
-----do-----	Supply of Albion and Kingston, and service increased to twice a week.	500 00	May 10, 1859	
-----do-----	Route extended to Wattertown, 10 miles.	156 00	-----do-----	
May 12, 1859	Service increased to once a week.	3,500 00	June 1, 1859	
-----do-----	Louisville omitted, and service increased to six times a week.	2,678 00	May 20, 1859	
May 13, 1859	Route changed to embrace Brantford and omit St. Cloud, and three additional weekly trips to be run between St. Anthony and Sauk Rapids from April 15 to Nov. 15 in each year.	1,600 00	May 20, 1859	St. Cloud to be supplied from Brantford six times a week in summer and three times a week in winter.
May 19, 1859	Site of Butler Spring changed, increasing distance 1½ miles.	20 00	July 1, 1858	
May 27, 1859	Route extended to Crawford's, 9½ miles.	475 00	March 9, 1859	
	Route extended to Blackshear, 5½ miles.	275 00	May 1, 1859	
-----do-----	Supply of Izoria twice a week, increasing distance 1½ miles.	24 00	Sept. 22, 1858, to April 25, 1859	
	And once a week-----	12 00	-----do-----	
May 28, 1859	Three additional weekly trips between Liberty and Osyka, 27 miles.	687 00	June 30, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
13500. From St. Paul, Min., to Prairie du Chien, Wis.	Prairie du Chien, Hudson, and St. Paul Packet Co.	Six times a week, in steamboats during navigation.	247	\$9,200 00
10475. From Monticello to Oyster, Mo.	A. N. Anderson ..	Once a week; mode not specified.	10	71 00
1299. From Batavia to Perry, N. Y.	M. Metzger.....	Twice a week, in two horse carriages.	23½	258 00
1182. From Fort Plain to Cooperstown, N. Y.	A. H. Watkins...	Six times a week, in two-horse coaches.	26½	797 00
1223. From Manlius to Manlius, N. Y.	H. D. Jane.....	Three times a week; mode not specified.	14	169 00
10050. From Livingston, Ten., to Burkesville, Ken.	D. D. Capshaw---	Once a week; mode not specified.	35	145 00
10620. From Washbourn's Prairie to Maysville, Mo.	H. Sparkman ----	-----do-----	52	240 00
1203. From Utica to Oneonta, N. Y.	J. V. P. Gardner..	Six times a week to Bridgewater, three times a week residue, in two and four-horse coaches.	56	1,735 00
6304. From Fort Valley to Albany, with branch to Dawson, Ga.	Southwestern Railroad Company.	Daily, by railroad....	95½	7,143 75

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
May 24, 1859	Following offices to be supplied during navigation of 1859 only, viz: Lake City, Reed's Landing, Wabash, (Min.,) and Lansing, (Iowa,) six times a week; Pepin, (Wis.,) and Trempeleau as often as boats land: Brownsville, (Min.,) three times a week; Pine Bend, (Min.,) Nining, Wacoota, Minneska, Homer, and Richmond, Diamond Bluff, (Wis.,) Trenton, Alma, Fountain City, Bergen, Victory, De Soto, and Lynxville and Capoli, (Iowa,) three times a week, the trip up only.	\$9,200 00	April 25, 1859	Pay estimated \$50 the round trip.
-----do-----	Route to end at Newark, increasing distance 7 miles.	49 00	June 30, 1859	
June 1, 1859	Supply of Pavillion Centre, increasing distance 1 mile.	12 00	June 7, 1859	
June 8, 1859	Middlefield Centre omitted and East Springfield embraced, increasing distance 1 mile.	30 00	June 15, 1859	
June 9, 1859	Supply of Delphi and Oran, increasing distance 7 miles.	85 00	June 14, 1859	
June 13, 1859	Supply of Oakley and Mt. Pisgah.	45 00	Oct. 1, 1858	Contractor's proposition at lettings.
-----do-----	Supply of Twin Springs, (Ark.,) increasing distance 3 miles.	14 00	-----do-----	
June 15, 1859	Three additional weekly trips between Bridge-water and Morris.	600 00	June 18, 1859	
June 17, 1859	Route extended to Nochway, 10½ miles.	787 50	Mar. 17, 1859	
	Route extended beyond Nochway to Cuthbert, 10½ miles.	787 50	June 1, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
11622. From Walnut Hill to Centralia, Ill.	A. D. Hay.....	Once a week; mode not specified.	7	\$60 00
10697. From St. Louis to Allen, Mo.	North Missouri Railroad Co.	Six times a week, by railroad.	147 $\frac{3}{4}$	14,775 00
1079. From Albany to Richmondville, N. Y.	Halstead & Root..	Three times a week, in four-horse coaches.	48	940 00
1069. From East Chatham to Malden Bridge, N. Y.	H. W. Rider.....	Three times a week; mode not specified.	6	170 00
1072. From West Sandlake to Moffett's Store, N. Y.	W. Griggs.....	Twice a week; mode not specified.	16 $\frac{1}{2}$	150 00

Continued.

Date of order of additional allowance.	Additional service required.	Additional allowance made.	Commencement of additional service.	Remarks.
June 17, 1859	Order of January 11, 1859, modified, so as to deduct \$132 instead of \$138, true length of route being 21 miles instead of 24 miles.	\$6 00	-----	Date of commencement not reported.
-----do-----	Route extended to junction with Hannibal and St. Joseph railroad at Macon City, 20 $\frac{1}{4}$ miles.	2,025 00	Feb. 2, 1859	
June 23, 1859	Three additional weekly trips.	900 00	June 25, 1859	
June 24, 1859	Route extended to Nassau, 3 $\frac{1}{2}$ miles.	119 00	July 1, 1859	
-----do-----	Route extended, <i>via</i> New Lebanon City, to New Lebanon, 5 miles.	46 00	-----	Date of commencement not reported.

No. 4.—*Report of curtailments made in service and pay*

Number and termini of route.	Contractor's name.	Original service.	Original distance. Miles.	Original price.
10917. From Fairfield to Chariton Iowa.	D. N. Smith.....	Six times a week, with certainty, celerity, and security.	86	\$2,817 00
11072. From Chariton to Platemouth, Iowa.	-----do-----	-----do-----	145	4,350 00
14034. From Omadi to Sioux City, N. T.	Lockwood & Nichols.	Three times a week; mode not specified.	17	475 00
3374. From Curwinsville to Marron, Pa.	D. S. Fleming....	Once a week; mode not specified.	17	198 00
10067. From Knoxville to Wilsonville, Tenn.	P. Seaton	Twice a week; mode not specified.	58	435 00
12513. From Petaluma to Big River, Cal.	C. McLaughlin ...	Twice a week, with certainty, celerity, and security.	125	-----
9246. From Reedtown to Steuben, Ohio.	D. A. Baker	Once a week; mode not specified.	10	164 00
6834. From Tallahassee to Waukeelah, Fla.	P. A. Stockton ...	Twice a week, with certainty, celerity, and security.	18	280 00
12137. From Washington to White Oak Grove, Ind.	P. Stephenson....	Once a week; mode not specified.	19	150 00
5146. From Balcony Falls to Callaghan's, Va.	Harmon, Brown & Co.	Twice a week; with certainty, celerity, and security.	55	560 00
3934. From Frederick to Hanover, Md.	J. Deleplane	Twice a week; mode not specified.	47	323 00
9652. From Bowling Green to Columbus, Ky.	N. E. Gray	Six times a week, in four-horse coaches.	165	11,990 00
7003. From Montgomery to Greenborough, Ala.	J. W. Wiley	Daily in four-horse coaches.	96	8,000 00
5170. From Martinsville to Liberty, Va.	S. Dearing	Once a week; mode not specified.	75½	374 00

of contractors during the fiscal year ended June 30, 1859.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
July '8, 1858	Smith failed to commence the service.	\$2,817 00	-----	Contract ordered with E. S. Alvord from July 1, 1858. See land and water mails, July 8, 1858.
-----do-----	-----do-----	4,350 00	-----	Contract ordered with E. S. Alvord from July 1, 1858. See land and water mails, July 8, 1858, service to be performed in two-horse coaches.
July 10, 1858	Service discontinued.-----	475 00	-----	Date of discontinuance not reported.
-----do-----	Route to end at Ansonville, saving 10 miles.	90 00	July 1, 1858	
-----do-----	Supply of Henry's + Roads omitted, saving 3 miles.	22 00	-----	Date of curtailment not reported.
-----do-----	Service on the part of route beyond Healdsburg, reduced to once a week.	100 00	-----	Do.
July 13, 1858	Service discontinued.-----	164 00	July 28, 1858	
July 16, 1858	Route to commence at Walker's Mill, saving 12 miles.	187 00	July 5, 1858	
-----do-----	Supply of Hudsonville omitted, saving 3 miles.	23 00	Aug. 2, 1858	
July 17, 1858	Route to end at Selma, saving 15 miles.	152 50	July 20, 1858	
-----do-----	Route to end at Littlestown, saving 8 miles.	50 00	July 17, 1858	
July 26, 1858	Route to commence at Franklin, saving 10 miles, and \$600 a year, South Union to be supplied three times a week from Woodburne, at \$100 additional a year.	500 00	Aug. 9, 1858	
-----do-----	Wiley failed to commence the service.	8,000 00	-----	Contract ordered with Hill, Taylor, & Limberlake, from July 1, 1858. See land and water mails, July 26, 1858.
-----do-----	Route to commence at Union Hall, saving 36 miles.	178 00	Aug. 2, 1858	

Number and termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
5676. From Franklinton to Harris's + Roads, N. C.	C. Pepper	Once a week; mode not specified.	8	\$26 00
5155. From Hallifax C. H. to Pittsylvania C. H., Va.	F. Parkerson.....	do.....	37	195 00
12682. From Rockland to Agogebic, Mich.	A. Merriweather..	do.....	24	375 00
1248 From Oswego to Wolcott, N. Y.	L. L. Kinyon	Twice a week, in a one-horse covered wagon.	-----	294 00
7149. From Selma to Summerfield, Ala.	E. P. Gaines.....	Six times a week; mode not specified.	9	315 00
11611. From Laurenceville to Newton, Ill.	W. Hockman	Once a week; mode not specified.	39	285 00
10218. From Somerville to Medan, Tenn.	Finley, Craig & Boyd.	do.....	34	274 00
13591. From Chatfield to Rochester, Minn.	T. Cole.....	do.....	20	312 00
10942. From Iowa City to Des Moines.	A. J. Dull.....	Six times a week, in two or four-horse coaches	125	4,900 00
9617. From Stanford to Albany, Ky.	J. Burnett.....	Six times a week to Monticello, in two-horse coaches, residue with certainty, celerity, and security.	87	1,800 00
5096. From Freeport to Jackson C. H., Va.	J. A. Bonnett.....	Once a week; mode not specified.	47	169 00
9618. From Danville to London, Ky.	W. M. Smith.....	Three times a week, in four-horse coaches.	60	1,999 99
10977. From Dubuque to Muscatine, Iowa.	E. S. Alvord.....	Three times a week to Davenport, in two-horse coaches, six times a week residue, with certainty, celerity, and security.	101	2,450 00
11684. From Kaskaskia to Belleville, Ill.	A. & E. P. Monk..	Once a week, with certainty, celerity, and security.	45	380 00
12571. From Kalamazoo to Allegan, Mich.	J. Goddard	Six times a week, in four-horse coaches.	27	500 00
13109. From Maugh's Mills to Monticello, Wis.	J. Lewis	Once a week, in two-horse coaches.	50	450 00
13510. From St. Paul to Sunrise City, Minn.	C. Doble	Three times a week, in two-horse coaches.	60	2,000 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
July 26, 1858	Service discontinued.....	\$26 00	June 30, 1858	
-----do-----	-----do-----	195 00	Aug. 28, 1858	
-----do-----	Route to end at Pewabic, saving 10 miles.	156 00	July 1, 1858	
-----do-----	Route to end at Red Creek, saving 6 miles.	52 00	April 1, 1858	
-----do-----	Gaines failed to commence the service.	315 00	-----	Contract ordered with J. H. Calloway. See land and water mails, July 26, 1858.
-----do-----	Route to end at St. Marie, saving 9 miles.	66 00	Aug. 2, 1858	
-----do-----	Service discontinued.....	274 00	Aug. 4, 1858	
-----do-----	-----do-----	312 00	-----do-----	
-----do-----	Contract annulled.....	4,900 00	-----	Dull failed, contract ordered with E. S. Alvord. See land and water mails, July 26, 1858.
-----do-----	Burnett failed to commence the service.	1,800 00	-----	Contract ordered with Irvine & Hawkins. See land and water mails, July 26, 1858.
July 28, 1858	Service discontinued.....	169 00	Aug. 5, 1858	
-----do-----	Smith failed to commence the service.	1,999 99	-----	Contract ordered with Irvine & Hawkins. See land and water mails, July 28, 1858.
July 31, 1858	Service between Davenport and Muscatine, 26 miles, reduced to three times a week.	501 00	Aug. 10, 1858	
-----do-----	Route to end at Redbud, saving 23 miles.	194 00	July 9, 1858	
Aug. 5, 1858	Goddard failed to commence the service.	500 00	-----	Contract ordered with W. G. Patterson. See land and water mails, August 5, 1859.
-----do-----	Service discontinued.....	450 00	Aug. 12, 1858	
-----do-----	-----do-----	2,000 00	Sept. 1, 1858	

Number and termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
7129. From Trion to Elyton, Ala.	H. Pearson -----	Three times a week; mode not specified.	36	\$395 00
13508. From St. Paul to Crow Wing, Minn.	N. Capin -----	Six times a week to Falls of St. Anthony, three times a week residue, with three additional weekly trips between Falls of St. Anthony and Sauk Rapids from April 15 to November 15 in each year, in four-horse coaches.	162	2,900 00
11736. From Atlanta to Pekin, Ill.	H. L. Waldon ----	Three times a week, with certainty, celerity, and security.	39	790 00
5882. From Newbern to Wysoking.	Hyde Co. Steamboat Joint Stock Co. of North Carolina.	Once a week in steamboats.	125	1,200 00
10200. From Jackson to Savannah, Tenn.	J. Frail -----	Once a week; mode not specified.	49	263 00
11636. From Raleigh to Elizabethtown, Ill.	J. Stewart -----	-----do-----	38	190 00
8270. From Belleview to Walnut Hill, La.	J. M. Jones -----	-----do-----	50	388 00
8265. From Menden to Walnut Hill, La.	L. Ambrose -----	-----do-----	78	675 00
11019. From Independence to Mitchell, Iowa.	W. Dana -----	-----do-----	98	699 00
10176. From Dover to Hopkinsville, Tenn.	Failey, Craig & Boyd.	-----do-----	35	247 00
11020. From Independence to Westfield, Iowa.	J. N. Walker -----	-----do-----	40	200 00
10987. From Rockville to Colony, Iowa.	C. Simons -----	-----do-----	19	165 00
7470. From Juka to Columbus, Miss.	E. J. Wallum ----	Daily, in four-horse coaches.	116	5,900 00
13095. From Mill Haven to La Crosse, Wis.	Davis & More ----	Six times a week, in four-horse coaches.	60	1,600 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Aug. 6, 1858	Pearson failed to commence the service.	\$395 00	-----	Contract ordered with S. Garner. See land and water mails, August 6, 1858.
Aug. 7, 1858	Capon failed to commence the service.	2,900 00	-----	Contract ordered with Allen & Chase. See land and water mails, Aug. 7, 1858.
-----do-----	Waldon failed to commence the service.	790 00	-----	Contract ordered with P. E. Davis. See land and water mails, August 7, 1858.
-----do-----	Supply of Bay River omitted from route.	150 00	Aug. 6, 1858	
-----do-----	Route to end at Coffee Landing, saving 4 miles.	21 00	-----	Date of curtailment not reported.
-----do-----	Stewart failed to commence the service.	190 00	-----	Contract ordered with D. Jones. See land and water mails, August 7, 1858.
Aug. 10, 1858	Route to end at Collinsburg, saving 5 miles.	38 00	Sept. 20, 1858	
-----do-----	-----do-----	43 00	Sept. 1, 1858	
Aug. 12, 1858	Route to end at Bradford, saving 39 miles.	272 61	-----do-----	
-----do-----	Route to end at Lafayette, saving 19 miles.	134 00	Aug. 30, 1858	
Aug. 13, 1858	Service discontinued.	200 00	Aug. 6, 1858	
-----do-----	-----do-----	165 00	Aug. 24, 1858	
-----do-----	Wallum failed to commence the service.	5,900 00	-----	Contract ordered with Hill, Taylor & Timberlake. See land and water mails, August 13, 1858.
-----do-----	Route to commence at Tomah, saving 18 miles.	480 00	July 1, 1858	
	Route to commence at Sparta, saving 17 miles.	453 00	July 6, 1858	
	Route to commence at Bangor, saving 11 miles.	293 00	July 26, 1858	

Number and termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
10490. From Green Top to Centreville, Mo.	W. S. Henderson..	Once a week; mode not specified.	40	\$295 00
10910. From Charleston to Mount Pleasant, Iowa.	J. Thompson.....	Three times a week, with certainty, celerity, and security.	30	600 00
10216. From Somerville to Sharon, Tenn.	R. A. Johnson....	Once a week; mode not specified.	20	150 00
10217. From Somerville to Brownsville, Tenn.	W. A. Moody....	Six times a week, with certainty, celerity, and security.	26	875 00
12524. From Los Angeles to San Pedro, Cal.	B. H. Nickerson..	Three times a month; mode not specified.	28	274 00
12701. From Astoria to Oregon City, Oregon.	A. J. Kane.....	Twice a week, in steamboats.	144	6,000 00
6499. From Columbus to Fort Gaines, Ga.	W. M. Lee.....	Three times a week, with certainty, celerity, and security.	82	1,540 00
6389. From Albany to Georgetown, Ga.	M. E. Fulton....	Once a week; mode not specified.	74½	615 00
13026. From Watertown to Palmyra, Wis.	Cheney & Willsey..	Once a week, with certainty, celerity, and security.	27	260 00
13035. From Madison to Baraboo, Wis.	L. Dutton.....	Three times a week, with certainty, celerity, and security.	34	750 00
13037. From Janesville to Monroe, Wis.	do.....	Three times a week; mode not specified.	40	750 00
13063. From Orion to Wright's Ferry, Wis.	J. W. Weldy.....	Once a week; mode not specified.	32	307 50
11079. From Afton to Lewis, Iowa.	M. Garrison.....	do.....	76	685 00
13034. From Madison to Sauk City, Wis.	Burroughs&Strunk	Three times a week; mode not specified.	26	545 00
5161. From Danville to Rocky Mount, Va.	D. S. Price.....	Twice a week; mode not specified.	57	515 00
9553. From Millersburg to Sharpsburg, Ky.	T. G. Rigg.....	Six times a week; mode not specified.	22	380 00
10475. From Monticello to Newark, Mo.	A. N. Anderson...	Once a week; mode not specified.	17	120 00
10676. From Iron Mountain to Eminence, Mo.	J. R. Pratt.....	do.....	70	348 50
7143. From Demopolis to Livingston, Alabama.	Hill, Taylor & Timberlake.	Three times a week; mode not specified.	24	490 00
11083. From Quincy to Greenfield, Iowa.	W. F. Davis.....	Twice a week; mode not specified.	34	390 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Aug. 14, 1858	Service discontinued.....	\$295 00	Aug. 27, 1858	
Aug. 17, 1858	Route to end at Salem, saving 10 miles.	200 00	Sept. 4, 1858	
-----do-----	Service discontinued.....	150 00	Aug. 13, 1858	
-----do-----	Service reduced to three times a week.	437 50	Sept. 1, 1858	
-----do-----	Nickerson failed to commence the service.	274 00	-----	Contract ordered with P. Banning. See land and water mails, Aug. 17, 1858.
-----do-----	Kane failed to commence the service.	6,000 00	-----	Contract ordered with R. Hoyt. See land and water mails, Aug. 17, 1858.
Aug. 18, 1858	Route to end at Lumkin, saving 45 miles.	845 00	Sept. 12, 1858	
-----do-----	Service discontinued.....	615 00	Aug. 28, 1859	
Aug. 19, 1858	-----do-----	260 00	Sept. 1, 1858	
-----do-----	One of the weekly trips discontinued.	250 00	-----do-----	
-----do-----	-----do-----	250 00	-----do-----	
-----do-----	Route to end at Wauzeka, saving 7 miles.	67 00	-----do-----	
-----do-----	Service discontinued.....	685 00	Sept. 4, 1858	
-----do-----	One of the weekly trips discontinued.	182 00	Aug. 31, 1858	
-----do-----	Route to end at Glade Hill, saving 13 miles.	117 00	Sept. 24, 1858	
Aug. 21, 1858	Route to commence at Forest Retreat, saving 5 miles.	150 00	Sept. 2, 1858	
-----do-----	Route to end at Oyster, saving 7 miles.	49 00	Sept. 14, 1858	
-----do-----	Route to commence at Ironton, saving 5 miles.	35 00	Aug. 26, 1858	
-----do-----	Service discontinued.....	490 00	Aug. 28, 1858	
-----do-----	Route to end at Fontanelle, saving 7 miles.	119 00	Sept. 7, 1858	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
5102. From Zackville to Spencer, Va.	B. D. Corbill.....	Once a week ; mode not specified.	26	\$75 00
9588. From Harlan C. H. to Brashiersville, Ky.	M. Camwood.....	Once in two weeks ; mode not specified.	39	90 00
12529. From Stockton to Columbia, Cal.	J. B. Shaffer.....	Six times a week from May 1 to December 1, three times a week residue of year, in two-horse coaches.	70	2,974 00
12531. From Stockton to Mariposa, Cal.	do.....	Three times a week, in two-horse coaches.	94	3,400 00
12533. From Sacramento City to Indian Diggins, Cal.	H. M. Vesey.....	Once a week, with certainty, celerity, and security.	30	900 00
12534. From Sacramento City to Stockton Cal.	L. M. Alverson...	Three times a week, in two-horse coaches.	50	1,190 00
12535. From Sacramento City to Mokelumne Hill, Cal.	Perry & Levan..	Six times a week ; mode not specified.	55	1,860 00
12536. From Sacramento City to Georgetown, Cal.	L. M. Alverson...	do.....	62	1,965 00
12537. From Sacramento City to Coloma, Cal.	Perry & Levan..	Daily ; in four-horse coaches and railroad cars.	63	1,734 00
12539. From Sacramento City to Nevada City, Cal.	Perry & Levan..	Six times a week ; mode not specified.	65	3,170 00
12540. From Sacramento City to Marysville, Cal.	Perry & Nickerson.	Six times a week, in steamers and four-horse coaches.	45	2,674 00
12543. From Marysville to Shasta, Cal.	B. R. Nickerson...	Six times a week ; mode not specified.	134	4,970 00
12548. From Placerville to Georgetown, Cal.	L. M. Alverson..	Twice a week in two-horse coaches.	18	800 00
12550. From Placerville to Indian Diggins, Cal.	P. J. Nickerson...	Once a week ; mode not specified.	36	470 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Aug. 21, 1858	Route to commence at Boggsville, saving 16 miles.	\$46 00	Sept. 4, 1858	
-----do-----	Service discontinued-----	90 00	Sept. 10, 1858	
-----do-----	Accepted bidder failed to put route in operation.	2,974 00	-----	Contract ordered with Dillon, Dooly, and Stevens. See land and water mails, Aug. 21, 1858.
-----do-----	-----do-----	3,400 00	-----	Contract ordered with A. N. & S. Fisher. See land and water mails, Aug. 21, 1858.
-----do-----	Service discontinued-----	900 00	Sept. 26, 1858	
-----do-----	Accepted bidder failed to put route in operation.	1,190 00	-----	Contract ordered with Robert B. Ratcliff. See land and water mails, Aug. 21, 1858.
Aug. 21, 1858	Accepted bidders failed to put route in operation.	\$1,860 00	-----	Contract ordered with Green, Couch, and Hamilton. See land and water mails, August 21, 1858.
-----do-----	Accepted bidder failed to put route in operation.	1,965 00	-----	Contract ordered with Brady & Sunderland. See land and water mails, August 21, 1858.
-----do-----	Accepted bidders failed to put route in operation.	1,734 00	-----	-----do-----
-----do-----	-----do-----	3,170 00	-----	Contract ordered with California Stage Co. See land and water mails, Aug. 21, 1858.
-----do-----	-----do-----	2,674 00	-----	-----do-----
-----do-----	Accepted bidder failed to put route in operation.	4,970 00	-----	-----do-----
-----do-----	-----do-----	800 00	-----	Contract ordered with John S. Lamb. See land and water mails, August 21, 1858.
-----do-----	-----do-----	470 00	-----	-----do-----

Termini of Route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
12751. From Portland to Wascopum, Wash. Ter.	D. Baughman ----	Three times a week, in steamboats.	130	\$2,000 00
1252. From Auburn to Cortland Village, N. Y.	R. D. & H. Cornell	Six times a week to Moravia, three times a week residue of route, in two-horse coaches.	38	445 00
9655. From Russelville to Tompkinsville, Ky.	J. W. Roberts ----	Once a week ; mode not specified.	82	400 00
11028. From Toledo to Eldorado, Iowa.	A. Tompkins ----	-----do-----	40	225 00
13018. From Kenosha to Trowbridge, Wis.	P. Kelley-----	Once a week in a one-horse carriage.	25	196 00
13102. From Portage City to Spring Green, Wis.	A. Stewart-----	Twice a week, with certainty, celerity, and security.	57	999 00
9553. From Millersburg to Sharpsburg, Ky.	T. G. Rigg-----	Six times a week to Carlisle, twice a week residue ; mode not specified.	22	380 00
5076. From Morgantown to Burton, Va.	McAllister & Co --	Once a week ; mode not specified.	41	173 00
5000. From Aldie to Snickersville, Va.	R. H. McCleave--	-----do-----	14	138 00
11054. From Des Moines to Mt. Ayr, Iowa.	-----	-----do-----	75	575 00
10542. From Lexington to Harrisonville, Mo.	C. B. Bayly-----	Three times a week, with certainty, celerity, and security.	55	994 00
10667. From Farmington to Hillsboro', Mo.	L. D. Walker-----	Once a week ; mode not specified.	35	296 00
10971. From Vinton to Fort Dodge, Iowa.	J. R. Webb-----	-----do-----	120	950 00
10632. From Springfield to Cape Fear, Mo.	A. J. & W. G. Burden.	-----do-----	40	225 00
10403. From St. Louis to Mexico, Mo.	J. & A. Arnot----	Six times a week, with certainty, celerity, and security.	106	9,434 00
10984. From Dubuque to Delhi, Iowa.	G. L. Froom-----	Three times a week ; mode not specified.	42	600 00
10163. From Spring Hill to Williamsport, Tenn.	D. J. Craig -----	Once a week ; mode not specified.	20	169 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Aug. 21, 1858	Accepted bidder failed to put route in operation.	\$2,000 00	-----	Contract ordered with Olmstead & Co. See land and water mails, August 21, 1858.
Aug. 25, 1858	Route to end at Homer, saving 3 miles.	23 00	Aug. 28, 1858	
-----do-----	Route to commence at Franklin, saving 20 miles.	98 00	Sept. 8, 1858	
-----do-----	Route to end at Albion, and run <i>via</i> Heath and Reedville in lieu of Bruner and Spring Creek, saving 22 miles.	99 00	Sept. 10, 1858	
-----do-----	Route to end at Brighton, saving 3 miles.	24 00	July 1, 1858	
-----do-----	Route to commence at Sauk City, saving 35 miles.	613 00	Sept. 9, 1858	
-----do-----	Route to commence at Forest Retreat, saving 5 miles.	150 00	Sept. 2, 1858	
Aug. 27, 1858	Contractors failed.	173 00	Sept. 6, 1858	Contract ordered with John E. Dent. See land and water mails, August 27, 1858.
-----do-----	Service discontinued.	138 00	Sept. 1, 1858	
-----do-----	Route to commence at Lynn, saving 12 miles.	92 00	Sept. 10, 1858	
-----do-----	Route to end at Pleasant Hill, saving 12 miles.	216 00	Sept. 17, 1858	
Aug. 28, 1858	Route to end at Napton, saving 5 miles.	42 00	Sept. 3, 1858	
Aug. 31, 1858	Service discontinued.	950 00	Sept. 8, 1858	
-----do-----	Route to end at Galena, saving 5 miles.	28 00	Sept. 28, 1858	
-----do-----	Route to end at Warrenton, saving 45 miles.	4,005 00	} Oct. 18, 1858	
	Service on route as curtailed reduced to three times a week.	2,714 50		
Sept. 4, 1858	Service discontinued-----	600 00	Sept. 15, 1858	
-----do-----	-----do-----	169 00	-----	Date of discontinuance not reported.

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
5817. From Burnsville to Longmires, N. C.	J. Edwards	Once a week; mode not specified.	37½	\$99 00
8502. From New Orleans to Brazos Santiago, Texas.	C. Morgan	Twice a month, in steamships.	550	26,000 00
13514. From St. Paul to Hudson, Minn.	R. Gibbons	Once a week; mode not specified.	16	95 00
13073. From Black River Falls to Stillwater, Wis.	Davis & More	Three times a week, with certainty, celerity, and security.	115	3,230 00
13520. From Point Douglas to Stillwater, Minn.	D. Hine	Once a week; mode not specified.	24	295 00
10608. From Carthage to Neosho, Mo.	J. H. Price & Son.	do	24	136 00
13533. From St. Cloud to Ottertail City, Minn.	H. Gager	Once in two weeks; mode not specified.	100	1,500 00
4955. From Petersburg to Randolph Macon College, Va.	Boyd & Scoggin ..	Three times a week; mode not specified.	77	240 00
426. From Troy to Barton, Vt.	H. Hill	do	21	21 00
5726. From Jamestown to Hillsborough, N. C.	H. White	Twice a week; mode not specified.	76½	316 50
13013. From Racine to Burlington, Wis.	E. O. Wheelock ..	Three times a week; mode not specified.	35	900 00
12509. From Detroit to Ontonagon, Mich.	E. Warner	Three times a week during navigation, in steamboats.	650	*6,975 00
9666. From Yelvington to Hawesville, Ky.	W. S. Cook	Twice a week; mode not specified.	18	240 00
11585. From Ridge Farm to Sidney, Ill.	N. Nox	Once a week; mode not specified.	30	240 00
11076. From Winterset to New Jefferson, Iowa.	L. B. Hughes	do	74	390 00
3345. From Washington to Taylorstown, Penn.	A. Hair	Twice a week; mode not specified.	9	98 00
3414. From Pittsburgh, Pa., to Wheeling, Va.	J. Marsh	Daily, with certainty, celerity, & security.	57	3,000 00
12612. From Ionia to Matherton, Mich.	J. B. Conkey	Once a week; mode not specified.	12	99 00
960. From Burlington Station to Wolcottville, Conn.	F. M. Hale	Three times a week, in two-horse coaches.	15	348 00

* Estimated.

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Sept. 4, 1858	Service discontinued.....	\$99 00	Sept. 22, 1858	
.....do.....	Supply of Galveston omitted, saving 20 miles.	870 00	July 1, 1858	
.....do.....	Service discontinued.....	95 00	Oct. 1, 1858	
.....do.....	Route to end at Hudson, saving 7 miles.	196 00	do.....	
.....do.....	Route to end at Lakeland, saving 7 miles.	86 00	do.....	
.....do.....	Service discontinued.....	136 00	Sept. 15, 1858	
.....do.....	do.....	1,500 00	July 1, 1858	
Sept. 6, 1858	Route to end at Burntville, saving 36 miles.	112 00	Sept. 14, 1858	
.....do.....	Contract annulled for disobeying orders of department of December 22, 1857.	21 00	Sept. 15, 1858	Contract ordered with Frederick Flint. See land and water mails, Sept. 6, 1858.
Sept. 7, 1858	Route to end at Oaks, saving 12 $\frac{3}{4}$ miles.	46 00	Oct. 20, 1858	
.....do.....	Route to commence at Waterford, saving 28 miles, and service increased to six times a week on route as curtailed.	540 00	Oct. 1, 1858	
.....do.....	Contractor failed.....	6,975 00	April 23, 1858	For new arrangement, see land and water mails, Sept. 7, 1858.
Sept. 9, 1858	Service discontinued.....	240 00	do.....	Service never went into operation.
Sept. 10, 1858	do.....	240 00	Sept. 10, 1858	
Sept. 13, 1858	Route to end at Penora, saving 33 miles.	174 00	Oct. 1, 1858	
Sept. 14, 1858	Service discontinued.....	98 00	do.....	
.....do.....	Route to end at Washington, saving 31 miles.	1,957 00	do.....	
.....do.....	Service discontinued.....	99 00	Sept. 25, 1858	
.....do.....	Service between Burlington and Wolcottville discontinued, saving 10 $\frac{1}{2}$ miles.	243 00	Sept. 18, 1858	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
11670. From Rushville to La Grange Bluff, Ill.	J. S. Penney-----	Once a week; mode not specified.	13	\$160 00
10411. From Jefferson City to Warsaw, Mo.	H. Crocker -----	Daily, in four-horse coaches.	79	6,360 00
10576. From Harrisonville to Papinsville, Mo.	H. W. Younger --	Once a week; mode not specified.	63	449 00
12143. From Terre Haute to Crawfordsville, Ind.	P. Beauchamp ---	Six times a week; mode not specified.	58	859 00
12157. From Green Castle to Montezuma, Ind.	-----do-----	Six times a week, with certainty, celerity, and security.	34	1,300 00
5159. From Pittsylvania C. H., to Rocky Mount, Va.	J. Stoops -----	Once a week; mode not specified.	53	265 00
11637. From Raleigh to Mt. Vernon, Ind.	J. Stewart-----	-----do-----	36	210 00
10639. From Waynesville to Springfield, Mo.	A. J. & W. G. Ben- don.	-----do-----	82	349 00
12676. From Marquette to Kewenan Bay, Mich.	J. B. Bennett-----	Once a week; mode not specified during suspension of navigation.	70	*650 00
13095. From Bangor to La Crosse, Wis.	Davis & More ----	Six times a week; mode not specified.	14	374 00
13135. From Fond du Lac to Green Bay, Wis.	Burroughs&Strunk	Six times a week, with certainty, celerity, and security.	68	1,750 00
6374. From Thomasville, Ga., to Monticello, Fla.	M. B. Umphress--	Twice a week; mode not specified.	33½	550 00
7171. From St. Stephen's to Old Washington C. H., Ala.	J. W. Portis -----	Three times a week, with certainty, celerity, and security.	24	790 00
7160. From Camden to Mt. Pleasant, Ala.	S. F. Gafford-----	Twice a week; mode not specified.	57	1,185 00
11660. From Springfield to Hillsboro', Ill.	J. Warner -----	Once a week, with certainty, celerity, and security.	50	499 00
10955. From Tipton to Garnaville, Iowa.	T. W. Harrass-----	Once a week; mode not specified.	108½	749 84
7954. From Fair Play to Hot Springs, Ark.	W. Jones-----	Three times a week; mode not specified.	25	398 00
1326. From Dunkirk, N. Y., to Warren, Penn.	W. D. Shaw -----	Six times a week; mode not specified.	52	1,494 00

* Pay estimated at \$32 50 the round trip.

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Sept. 15, 1858	Service discontinued.....	\$163 00	Sept. 25, 1858	
Sept. 16, 1858	Route to commence at Tip-ton and run <i>via</i> Florence and Cole Camp to Warsaw, saving 32 miles.	2,576 00	Oct. 1, 1858	
-----do-----	Route to end at West Point, saving 35 miles.	249 00	-----do-----	
-----do-----	Route to commence at Rockville, saving 25 miles.	516 00	-----do-----	
-----do-----	Route to end at Rockville, saving 8 miles.	305 00	-----do-----	
-----do-----	Route to end at Glade Hill, saving 11 miles.	55 00	Oct. 10, 1858	
-----do-----	Stewart failed to commence the service.	210 00	-----do-----	Contract ordered with Wm. Burkhart. See land and water mails, Sept. 16, 1858.
Sept. 17, 1858	Route to commence at Bellefonte, saving 10 miles.	42 00	-----do-----	Date of curtailment not reported.
Sept. 20, 1858	Bennett failed to commence the service.	650 00	-----do-----	Contract ordered with D. M. Whitney. See land and water mails, Sept. 20, 1858.
-----do-----	Service discontinued.....	374 00	Aug. 23, 1858	
-----do-----	Route to commence at Oshkosh, saving 16 miles.	412 00	Sept. 6, 1858	
Sept. 21, 1858	Route to commence at Groversville, saving 18 miles.	295 00	Oct. 18, 1858	
Sept. 22, 1858	Service discontinued.....	790 00	Oct. 6, 1858	
-----do-----	Route to end at Claiborne, saving 20 miles.	416 00	Oct. 4, 1858	
Sept. 24, 1858	Route to end at Butler, saving 3 miles.	30 00	Oct. 1, 1858	
-----do-----	Route to end at Elkador, saving 10 miles.	69 00	Oct. 6, 1858	
Sept. 25, 1858	Service discontinued.....	398 00	Oct. 1, 1858	
Sept. 28, 1858	Route to commence at Jamestown, saving 30 miles.	861 00	-----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
13072. From Boscobel to Black River Falls, Wis.	O. Root	Three times a week, with certainty, celerity, and security.	100	\$3,370 00
13107. From Kilburn City to Stephen's Point, Wis.	Myers & Bonum ..	Three times a week, in two-horse coaches.	70	950 00
13112. From Fox Lake to Montello, Wis.	-----do-----	Twice a week in two-horse coaches.	27	412 00
13140. From Berlin to Stephen's Point, Wis.	-----do-----	Six times a week, in four-horse coaches.	60	1,560 00
13141. From Berlin to Waupaca, Wis.	-----do-----	Three times a week, in two-horse coaches.	36	580 00
13153. From Waupaca to Plover, Wis.	-----do-----	Once a week, in two-horse coaches.	29	210 00
13097. From Mill Haven to Grand Rapids, Wis.	-----do-----	Three times a week, in four-horse coaches.	45	350 00
5256. From Winston, Md., to Wardville, Va.	D. C. Tabb	Once a week; mode not specified.	23	174 00
7200. From Eufaula to Clayton, Ala.	T. Dunn	Daily, in two-horse coaches.	22	950 00
12051. From Brookville to Laurenceburg, Ind.	S. Wiley	Once a week; mode not specified.	31	196 00
9537. From Smithfield to Bedford, Ky.	W. Williams	Six times a week; mode not specified.	20	431 00
11005. From Wauken to Prairie du Chien, Iowa.	J. Beebee	Once a week; mode not specified.	30	284 00
9059. From Louisville to Osnaburg, Ohio.	D. A. Barker	-----do-----	4	56 00
3243. From Sunbury to Williamsport, Pa.	J. Cummings	Six times a week, railroad.	40	2,100 00
12679. From Ontonagon to Pewaubic, Mich.	E. Warner	Once a week; mode not specified.	34	400 00
6533. From Providence to Americus, Ga.	P. W. Hawkins	-----do-----	11	78 00
6386. From Preston to Bottsford, Ga.	J. M. Gill	-----do-----	9	82 00
6352. From Hawkinsville to Darien, Ga.	A. T. Dopson	Twice a week, in sulkies	156	2,500 00
10450. From Ashley to Louisiana, Mo.	E. Bacon	Six times a week between Bowling Green and Louisiana, from Nov. 1 to March 1, three times a week residue of year.	18	220 00
10467. From Louisiana to Frankfort, Mo.	Gatewood, Murray & Gatewood.	Three times a week, with certainty, celerity, and security.	16	443 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Sept. 28, 1858	Route to end at Bad Axe, saving 63 miles, and service reduced to once a week.	\$3,070 00	Oct. 15, 1858	
-----do-----	Myers & Bonum failed to execute contracts or commence the service.	950 00	-----do-----	Contract ordered with Davis & More. See land and water mails, Sept. 28, 1858.
-----do-----	-----do-----	412 00	-----do-----	Do.
-----do-----	Myers & Bonum failed to execute contracts and abandoned the service.	1,560 00	Sept. 1, 1858	Do.
-----do-----	-----do-----	580 00	-----do-----	Do.
-----do-----	-----do-----	210 00	-----do-----	Do.
-----do-----	Myers & Bonum failed to commence the service.	350 00	-----do-----	Do.
Sept. 29, 1858	Route to commence at Mt. Storm, saving 9 miles.	68 00	Sept. 29, 1858	
-----do-----	Sunday trip discontinued.	35 00	Oct. 3, 1858	
-----do-----	Route to commence at South Gate, saving 10 miles.	63 00	Oct. 8, 1858	
Oct. 1, 1858	Route to commence at Jericho, saving 4 miles.	86 00	Oct. 5, 1858	
Oct. 8, 1858	Service discontinued.	284 00	Oct. 14, 1858	
-----do-----	-----do-----	56 00	Oct. 18, 1858	
-----do-----	-----do-----	2,100 00	Oct. 1, 1858	
-----do-----	-----do-----	400 00	July 1, 1858	
-----do-----	-----do-----	78 00	Oct. 22, 1858	
-----do-----	-----do-----	82 00	Oct. 23, 1858	
-----do-----	Route to end at Johnston's Station, saving 30 miles.	442 00	Feb. 8, 1858	
-----do-----	Service discontinued.	220 00	Oct. 22, 1858	
-----do-----	-----do-----	443 00	Oct. 25, 1858	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
8258. From Bastrop to Ion, La.	B. C. Johnson	Twice a week; mode not specified.	50	\$400 00
11668. From Beardstown to Winchester, Ill.	S. Newton	Once a week; mode not specified.	40	295 00
11003. From Howard Centre to Bristol, Iowa.	H. Cromell	Once a week, with certainty, celerity, and security.	84½	600 00
10433. From Troy to Bowling Green, Mo.	J. Bennett	Twice a week; mode not specified.	36	389 50
10444. From Williamsburg to Bowling Green, Mo.	do	Once a week; mode not specified.	48	290 00
10522. From Albany, Mo., to Winterset, Iowa.	M. Cunningham	do	100	900 00
11664. From Taylorsville to Illiopolis, Ill.	G. Wellhouse, 2d.	Once a week; mode not specified.	30	300 00
10558. From California to Georgetown, Mo.	Moore & Walker	Six times a week, in four-horse coaches.	40	3,698 00
1281. From North Chili to Wheatland, N. Y.	S. Spencer	Three times a week, horse or carriage.	15	140 00
11599. From Shelbyville to Mason, Ill.	J. Warner	Once a week, with certainty, celerity, and security.	35	299 00
11530. From Sagone to Clintonville, Ill.	E. O. Hill	Three times a week; mode not specified.	18	390 00
7405. From Vicksburg to Rocky Springs, Miss.	W. Mullins	do	27	550 00
8212. From Natchitoches, La., to Milam, Texas.	W. H. Edmunson	Twice a week; mode not specified.	64	775 00
11015. From Prairie du Chien, Wis., to Eliotta, Minn.	J. Beebe	Once a week; mode not specified.	66½	743 00
10408. From Pilot Knob, Mo., to Pocahontas, Ark.	A. Stewart	Daily, in two-horse coaches.	114	7,490 00
9221. From Locust Grove to Eckmansville, Ohio.	W. Fulton	Once a week; mode not specified.	21	90 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Oct. 8, 1858	Johnson failed to execute contracts, or commence the service.	\$400 00	-----	Contract ordered with J. H. Stevens. See land and water mails, Oct. 8, 1858.
-----do-----	Route to end at Bethel, saving 15 miles.	110 00	Oct. 8, 1858	
-----do-----	Route to commence at Saratoga, saving 9½ miles.	67 00	Nov. 2, 1858	
Oct. 9, 1858	Route to end at Ashley, saving 7 miles.	75 50	Oct. 25, 1858	
-----do-----	Contract annulled-----	290 00	Oct. 22, 1858	Superseded by new contract, the grade of service being insufficient for conveyance of mails promptly. See land and water mails, Oct. 9, 1858.
-----do-----	Route to run <i>via</i> Providence, omitting Mt. Ayr, saving 5 miles.	45 00	Nov. 1, 1858	
-----do-----	Stonington omitted and Buckhart embraced, saving 8 miles.	80 00	Oct. 8, 1858	
Oct. 13, 1858	Route to commence at Tipton, saving 13 miles.	1,202 00	Aug. 1, 1858	
Oct. 14, 1858	Route to end at Clifton, saving 3 miles.	28 00	April 6, 1858	
-----do-----	Service discontinued-----	299 00	Oct. 15, 1858	
-----do-----	Route to commence at Danby and end at Ringgold, saving 5 miles.	108 00	Oct. 21, 1858	
Oct. 16, 1858	Mullins failed to commence the service.	550 00	-----	Contract ordered with Thos. K. Knowland. See land and water mails, Oct. 16, 1858.
-----do-----	Route to end at Sabinetown, Texas, saving 10 miles.	121 00	Sept. 4, 1858	
-----do-----	Route to run <i>via</i> Nezckan, Allemakee, Waterville, and Paintville, and end at Waukon, Iowa, saving 36 miles.	402 00	Oct. 20, 1858	
Oct. 18, 1858	Sunday trip omitted-----	1,070 00	Oct. 31, 1858	
-----do-----	Route to end at Tranquility, saving 10 miles.	42 00	Nov. 15, 1858	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
5733. From Salisbury to Ashville, N. C.	C. S. Brown-----	Three times a week, in four-horse coaches.	145 $\frac{1}{4}$	\$4,310 00
9530. From Nicholasville to Danville, Ky.	C. A. Armstrong--	Six times a week, in four-horse coaches.	23	1,200 00
5824 From Ivy to Lapland, N. C.	S. Jervis -----	Once a week; mode not specified.	22	79 49
15004. From Westport, Mo., to Spring Hill, Kan.	D. O. Cook -----	-----do-----	30	180 00
10982. From Dubuque to Decorah, Iowa.	Wheeler & Nicholls	Three times a week, with certainty, celerity, and security.	122	2,943 00
10990. From Dyersville to Decorah, Iowa.	-----do-----	Once a week, with certainty, celerity, and security.	87 $\frac{1}{2}$	943 00
10645. From Eminence to Thomasville, Mo.	J. F. Morris -----	Once a week; mode not specified.	40	150 00
10412. From Jefferson City to Tuscumbia, Mo.	W. M. Hackney--	Twice a week; mode not specified.	34	448 00
7049. From Jacksonville to Guntersville, Ala.	J. H. Wisdom-----	Three times a week, with certainty, celerity, and security, to Blue Pond, in two-horse coaches residue of route.	80	2,000 00
7068. From Gaylesville, Ala., to Summerville, Ga.	A. Johnson -----	Once a week; mode not specified.	24	135 00
6470 From Lafayette to Rossville, Ga.	J. H. Wisdom-----	-----do-----	22	135 00
6472. From Rome to Lafayette, Ga.	-----do-----	Twice a week; mode not specified.	43 $\frac{1}{2}$	750 00
10943. From Iowa City to Sigourney, Iowa.	A. P. Moody-----	Twice a week, with certainty, celerity, and security.	54	624 00
7133. From Marion Junction to Linden, Ala.	J. L. Murphy ----	Six times a week, railroad to Uniontown, three times a week, residue with certainty, celerity, and security.	46	1,200 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Oct. 18, 1858	Route to commence at Stateville, saving 28 miles.	\$830 00	Oct. 29, 1858	
Oct. 20, 1858	Armstrong failed to commence the service.	1,200 00	-----	Contract ordered with Irvine & Hawkins. See land and water mails, Oct. 20, 1858.
Oct. 23, 1858	Supply of Ivy Gap omitted, saving 5½ miles.	18 50	Nov. 4, 1858	
Oct. 27, 1858	Cook failed to execute contracts or commence the service.	180 00	-----	Contract ordered with John Sprague. See land and water mails, Oct. 27, 1858.
-----do-----	Route to commence at Dyersville, saving 27 miles.	651 00	Nov. 13, 1858	
-----do-----	Route to commence at Yankee Settlement and end at Clermont, saving 52 miles.	560 00	Nov. 16, 1858	
Oct. 29, 1858	Morris failed to execute contract, or keep up the service.	150 00	-----	Contract ordered with Dan'l S. Osburn. See land and water mails, Oct. 29, 1858.
Oct. 30, 1858	Contract annulled, present grade and frequency of service being insufficient to convey the mails promptly.	448 00	Nov. 14, 1858	Superseded by new contract. See land and water mails, Oct. 30, 1858.
Nov. 2, 1858	Route to commence at Blue Pond, saving 38 miles.	704 00	Dec. 1, 1858	
-----do-----	Service discontinued	135 00	-----do-----	
-----do-----	-----do-----	135 00	-----do-----	
-----do-----	Route to end at Summer-ville, saving 18 miles.	310 00	-----do-----	
Nov. 9, 1858	Route changed to go, after passing Wassenville, via Chandaller, South English, &c., omitting Dove and North English, saving 5 miles.	57 00	-----	Date of curtailment not reported.
Nov. 12, 1858	Route to commence at Uniontown, saving 14½ miles.	656 00	Nov. 28, 1858	

Termini of route	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
10204. From Perryville to Red Mound, Tenn.	E. S. Stephens....	Once a week; mode not specified.	30	\$286 00
13528. From St. Cloud to Taylor's Falls, Minn.	W. W. Paine.....	-----do-----	84	815 00
13555. From Dayton to St. Peters, Minn.	J. W. Babcock---	Once a week, with certainty, celerity, and security.	100	1,179 00
6357. From Doctertown to Waresboro', Ga.	A. Smith.....	Once a week; mode not specified.	59	621 00
10939. From Brighton to Oskaloosa, Iowa.	J. Thompson. ---	-----do-----	50	360 00
5052. From North Mountain, Va., to Mercersburg, Penn.	R. H. McCleave --	-----do-----	21	195 00
2811. From Branchville to Deckertown, N. J.	V. M. Drake.....	-----do-----	12	50 00
5216. From Petersburg to Franklin Depot, Va.	J. T. Hughes ----	Twice a week, in a one-horse sulky.	75½	654 50
9429. From Racine to Ravensworth, Ohio.	A. Sayer.....	Once a week; mode not specified.	11	60 00
7169. From Winchester, Miss., to Linden, Ala.	J. H. Evans ----	Three times a week; mode not specified.	91	1,790 00
13582. From Winona to Chatfield, Minn.	Wheeler & Nicholls	Six times a week; mode not specified.	42	2,000 00
13590. From Chatfield to La Crosse, Minn.	Sawyer & Cobb---	Three times a week; mode not specified.	55	1,200 00
10967. From Cedar Rapids to Toledo, Iowa.	Williamson & Olney.	Three times a week, in two-horse coaches.	48	1,086 00
11059. From Morrisburg to Sioux City, Iowa.	J. Martin.....	Once a week; mode not specified.	152	2,000 00
12654. From Lakeville to Allison, Mich.	N. B. Eldridge---	-----do-----	42	180 00
7035. From Webster to Rockford, Ala.	W. O. Hutchinson.	Three times a week, in two-horse hacks.	12	450 00
7. From Augusta to Philips, Maine.	F. V. Stewart....	Six times a week, with certainty, celerity, and security.	55	970 00
11611. From Laurenceville to St. Marie, Ill.	W. Hackman ----	Once a week; mode not specified.	30	219 00
13127. From Sheboygan to Fond du Lac, Wis.	Davis & More ----	Six times a week, mode not specified.	40	1,475 00
10996. From Farmersburg to McGregor's, Iowa.	H. W. Wakeman.	Twice a week; mode not specified.	12	200 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Nov. 13, 1858	Route changed to omit Howesville and include Douglas Springs, saving 6 miles.	\$57 00	-----	Date of curtailment not reported.
Nov. 18, 1858	Service discontinued.....	815 00	Dec. 31, 1858	
-----do-----	-----do-----	1,179 00	Nov. 30, 1858	
Nov. 19, 1858	-----do-----	621 00	Dec. 2, 1858	
Nov. 22, 1858	Route to end at Butler, saving 20 miles.	144 00	Dec. 9, 1858	
Nov. 26, 1858	Service discontinued.....	195 00	Nov. 29, 1858	
Nov. 27, 1858	-----do-----	50 00	Dec. 1, 1858	
-----do-----	Route to commence at Baileysburg, saving 39½ miles.	304 50	Jan. 1, 1859	
Dec. 1, 1858	Service discontinued.....	60 00	Dec. 5, 1858	
-----do-----	Route to commence at De Soto, Miss., omitting Winchester and Ivy.	100 00	Dec. 21, 1858	
-----do-----	New South Boston omitted and Neoca embraced, and service between Winona and Neoca reduced to three times a week.	300 00	Dec. 1, 1858	
-----do-----	Service reduced to once a week.	800 00	-----do-----	
-----do-----	Route to end at Redman, saving 15 miles.	338 00	Dec. 13, 1858	
Dec. 4, 1858	Route to commence at Penora, saving 8 miles.	105 00	Dec. 18, 1858	
Dec. 9, 1858	Route to commence at Almont, saving 12 miles.	51 00	Dec. 15, 1858	
Dec. 10, 1858	Service discontinued.....	450 00	-----	Order revoked. See land and water mails, April 15, 1859.
-----do-----	Route to end at Farmington, saving 15 miles.	152 00	Dec. 14, 1858	
-----do-----	Route to end at Stringtown, saving 10 miles.	73 00	Dec. 18, 1858	
-----do-----	Three of the weekly trips discontinued.	737 00	Jan. 1, 1859	
Dec. 11, 1858	Service reduced to once a week.	100 00	Jan. 5, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
11558. From Joliet to Montgomery, Ill.	J. H. Orcutt.....	Six times a week, with certainty, celerity, and security.	36	\$995 00
7184. From Daleville to Andalusia, Ala.	J. Y. Register	Twice a week, with certainty, celerity, and security.	61	750 00
7185. From Daleville, Ala., to Fort Gaines, Ga.	-----do-----	-----do-----	64	800 00
13535. From Ottertail City to Crow Wing, Minn.	Allen & Chase.....	Once a week, with certainty, celerity, and security.	95	1,500 00
13536. From Ottertail City to Breckinridge, Minn.	-----do-----	-----do-----	90	1,000 00
7178. From Burnt Corn to Andalusia, Ala.	J. Jones	Twice a week; mode not specified.	59	662 00
6375. From Thomasville to Monticello, Ga.	F. Conolly.....	Three times a week; mode not specified.	22½	475 00
10459. From Hannibal to Keokuk, Mo.	W. Eagan	Six times a week; mode not specified.	70	1,980 00
10037. From Manchester to War Trace Depot, Tenn.	J. W. Adams	Twice a week; mode not specified.	22	208 00
8278. From Vienna to Eldorado, La.	B. C. Johnson	-----do-----	62	1,000 00
3807. From Smyrna to Leipsic, Del.	J. Maclary	Three times a week, in a four-wheel carriage.	8	100 00
7888. From Jasper to Burrowsville, Ark.	A. J. Morris	Once a week; mode not specified.	41	175 00
7508. From Elm Grove to Tiro, Miss.	H. G. Barber	-----do-----	18	187 00
10466 From Louisiana to Hannibal, Mo.	J. Dudding.....	-----do-----	27	240 00
10562. From Versailles to Hermitage, Mo.	G. W. Blackwell ..	-----do-----	54	377 50
10563. From Versailles to Georgetown, Mo.	G. Campbell	Once a week, with certainty, celerity, and security.	34	250 00
10183. From Huntingdon to Brownsville, Tenn.	J. Hammerly.....	Three times a week, in two-horse coaches.	60	2,617 50
5879. From Clinton to Harrell's Store, N. C.	J. B. Cox.....	Once a week; mode not specified.	22	156 00
9434. From Perrysville to Ashland, Ohio.	L. K. Shehand.....	-----do-----	18	75 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Dec. 14, 1858	Lockport omitted, and route curtailed to end at Oswego, saving 8 miles	\$221 00	Dec. 24, 1858	
Dec. 17, 1858	Service discontinued.....	750 00	Dec. 31, 1858	
-----do-----	-----do-----	800 00	-----do-----	
-----do-----	-----do-----	1,500 00	Jan. 1, 1859	
-----do-----	-----do-----	1,000 00	Dec. 31, 1858	
Dec. 18, 1858	Route to commence at Sparta, saving 20 miles.	223 00	Jan. 21, 1859	
Dec. 20, 1858	Service discontinued.....	475 00	Dec. 31, 1858	
Dec. 21, 1858	Route to commence at Palmyra, saving 14 miles.	396 00	-----	Date of curtailment not reported.
-----do-----	Route to commence at Beech Grove, saving 12 miles, and \$113 per annum, and one additional weekly trip to be run on route as curtailed, at \$47 50 additional per annum.	65 50	-----	Do.
Dec. 22, 1858	Johnson failed to execute contracts or commence the service.	1,000 00	-----	Contract ordered with J. H. Cornish. See land and water mails, December 22, 1858.
Dec. 23, 1858	Service discontinued.....	100 00	Jan. 1, 1859	
-----do-----	Route to end at Lebanon, saving 5 miles.	21 00	-----	Date of curtailment not reported.
-----do-----	Route to commence at Senatahoba, saving 7 miles.	72 00	Dec. 26, 1858	
Dec. 24, 1858	Route to commence at Ashburn, saving 12 miles.	106 00	Dec. 31, 1858	
-----do-----	Service discontinued.....	377 50	Jan. 8, 1859	
-----do-----	-----do-----	250 00	Jan. 3, 1859	
-----do-----	Route to end at Bell's, saving 13 miles.	493 00	Dec. 13, 1858	
Dec. 27, 1858	Service discontinued.....	156 00	Jan. 10, 1859	
-----do-----	-----do-----	75 00	Dec. 27, 1858	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
7406. From Brandon to Scoober, Miss.	Hill, Taylor & Timberlake.	Daily, in four-horse coaches.	110	\$13,000 00
7557. From Union Church to Pine Ridge, Miss.	Z. V. Fairman ----	Once a week; mode not specified.	30	349 00
10402. From St. Louis to Oakfield, Mo.	F. Migron -----	Three times a week to Manchester, once a week residue; mode not specified.	34	800 00
13098. From Necedah to Wautoma, Wis.	Byington & Marble	Once a week; mode not specified.	50	300 00
9616. From Lancaster to Richmond, Ky.	J. Huffman -----	Twice a week; mode not specified.	26½	357 00
7619. From New Orleans, La., to Gainesville, Miss.	J. B. Mitchell----	Once a week, in steam-boats.	120	2,000 00
10453. From Paristo Huntsville, Mo.	J. & A. Arnot.	Twice a week, in covered spring-wagons.	31	987 00
13509. From St. Paul to Falls of St. Croix, Minn.	R. Gibbons -----	Six times a week, in four-horse coaches.	58	1,756 00
6467. From Ringgold to Lafayette, Ga.	J. H. Wisdom----	Twice a week; mode not specified.	24	275 00
9352. From Lancaster to Pomeroy, Ohio.	F. F. Remple----	Six times a week, in two-horse coaches.	79	2,600 00
12713. From Port Oxford to Gardiner City, Oregon.	F. G. Lockhart --	Once a week, with certainty, celerity, and security.	85	2,850 00
9513. From New Haven to Lebanon, Ky.	J. Dawson-----	Once a week; mode not specified.	40	400 00
10130. From Charleston to Benton, Tenn.	A. C. King -----	Twice a week; mode not specified.	15	144 00
7178. From Sparta to Andalusia, Ala.	J. Jones-----	-----do-----	37	417 00
11622. From Mt. Vernon to Centralia, Ill.	A. D. Hays-----	Once a week; mode not specified.	24	198 00
10193. From Trenton to Jackson, Tenn.	L. Goodell-----	Twice a week, with certainty, celerity, and security.	29	490 00
152. From Livermore Falls to Phillips, Me.	F. V. Stewart----	Six times a week to Farmington, three times a week residue of route, with certainty, celerity, and security.	32	569 00
12620. From Lansing to South Cass, Mich.	A. Smith-----	Twice a week, in two-horse coaches.	37	320 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Dec. 27, 1858	Route to commence at Morton, saving 22 miles.	\$2,600 00	Jan. 1, 1859	
-----do-----	Service discontinued-----	349 00	-----	Date of curtailment not reported.
Dec. 28, 1858	Route to end at Fox Creek, saving 8 miles.	91 00	Jan. 17, 1859	
-----do-----	Route to end at Strong's Prairie, saving 41 miles.	250 00	-----	Do.
-----do-----	Order of Dec. 9, 1858, to supply Lowell, rescinded.	7 00	-----	Office discontinued.
Dec. 28, 1858	Contractor failed-----	2,000 00	Feb. 12, 1859	Contract ordered with W. J. Poitevent. See land and water mails, Dec. 28, 1858.
Dec. 29, 1858	Route to end at Allen, saving 6 miles.	191 00	Jan. 10, 1859	
-----do-----	Route changed so as to omit Dolphin, Oakdale, and Lakeland, saving 6 miles.	258 00	Jan. 15, 1859	
-----do-----	One of the weekly trips discontinued.	137 50	Jan. 1, 1859	
Jan. 4, 1859	Service discontinued ----	2,600 00	Sept. 1, 1858	
Jan. 7, 1859	Route to end at Umpqua City, saving 5 miles.	167 00	-----	Date of curtailment not reported.
-----do-----	Route to end at Salt Lake, saving 22 miles.	220 00	Jan. 29, 1859	
Jan. 8, 1859	Route to end at Stony Point, saving 8 miles.	76 00	Jan. 1, 1859	
-----do-----	Service discontinued-----	417 00	Feb. 21, 1859	Superseded by No. 7218. See land and water mails, Jan. 8, 1859.
Jan. 11, 1859	Route to commence at Walnut Hill, saving 17 miles.	138 00	-----	Date of curtailment not reported.
-----do-----	Service discontinued-----	490 00	Dec. 22, 1858	
Jan. 12, 1859	Route to commence at Farmington, saving 17 miles.	200 00	Jan. 1, 1859	
-----do-----	Route to end at Sebewa, saving 12 miles.	103 00	Jan. 15, 18 9	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
12604. From Austerlitz to Croton, Mich.	Smith & Adams ..	Three times a week to Laphamsville, once a week residue; mode not specified.	33	\$298 00
11578. From Lowell to Pontiac, Ill.	A. Johnson	Once a week; mode not specified.	37	245 00
10078. From Clinton to Jamestown, Tenn.	A. C. King	do	66	343 00
11693. From Staunton to Lebanon, Ill.	O. Saunders	do	32	299 50
13069. From Viroqua to Richland Centre, Wis.	W. F. White	do	37	324 00
8. From Augusta to North Anson, Me.	G. W. Ricker	Six times a week to Belgrade in two-horse coaches, three times a week residue of route in a one-horse carriage.	42½	990 00
10462. From Hanibal to Quincy, Mo.	J. H. Finch	Twice a week, in two-horse stages, with four additional weekly trips during suspension of navigation on Mississippi river.	20	775 00
7526. From Last Chance to Middleton, Miss.	T. Ely	Once a week; mode not specified.	12	185 00
5235. From Parkersburg to Jackson C. H., Va.	J. Smith	Twice a week; mode not specified.	40	348 00
5709. From Elevation to Smithfield, N. C.	B. Godwin	do	12	125 00
3531. From Bellefonte to Pine Grove Mills, Pa.	Cummings & Dunlop.	Three times a week; mode not specified.	16	426 00
10113. From Greenville to Russellville, Ten.	A. C. King	Once a week; mode not specified.	37	272 00
10698. From Mexico to St. Joseph, Mo.	I. C. Beman	Six times a week, in four-horse coaches.	235	47,000 00
10698. From Sturgeon to St. Joseph, Mo.	do	do	211	42,200 00
1011. From Hicksville to Fresh Pond, N. Y.	Rogers & Conklin.	Six times a week to Huntington, twice a week residue of route; mode not specified.	19½	350 00
12535. From Sacramento City to Mokelumne Hill, Cal.	Green, Crouch & Hamilton.	Six times a week from May 1 to December 1, three times a week residue of year, in four-horse coaches.	55	3,375 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Jan. 13, 1859	Route to commence at Laphamsville, saving 3 miles of three times a week service.	\$100 00	Jan. 17, 1859	
-----do-----	Contractor failed-----	245 00	Jan. 1, 1859	Contract ordered with A. J. Fulwiler. See land and water mails, Jan. 13, 1859.
Jan. 14, 1859	Route to end at Morgan C. H., saving 32½ miles	168 00	Jan. 31, 1858	
-----do-----	Route to commence at Alhambra, saving 11 miles.	102 50	Feb. 18, 1859	
Jan. 17, 1859	Order of Dec. 10, 1858, to embrace Viola, rescinded.	24 00	-----	
Jan. 19, 1859	Route to end at Norridge-wock, saving 12 miles.	228 00	-----	Date of commencement not reported.
-----do-----	Service discontinued-----	775 00	Feb. 1, 1859	
Jan. 21, 1859	-----do-----	185 00	-----	Date of curtailment not reported.
-----do-----	One of the weekly trips discontinued.	174 00	Feb. 1, 1859	
-----do-----	-----do-----	62 50	-----do-----	
-----do-----	Order of October 23, 1858, to supply Benner rescinded.	26 00	-----	Order never complied with.
-----do-----	Route to end at Warrensburg, saving 19 miles.	140 00	Feb. 24, 1859	
Jan. 22, 1859	Route to commence at Sturgeon, saving 24 ms.	4,800 00	Oct. 21, 1858	
-----do-----	Route to commence at Allen, saving 21 miles.	4,200 00	Dec. 20, 1858	
-----do-----	Route to end at Huntington, saving 8 miles of twice a week service.	66 00	Feb. 1, 1859	
Jan. 24, 1859	Route to commence at Folsom City, saving 8 miles.	490 00	Mar. 15, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
12536. From Sacramento City to Mokelumne Hill, Cal.	L. Brady-----	Six times a week, in two-horse coaches.	62	\$5,000 00
11738. From Peoria to Metamora, Ill.	M. Hasbrouck----	Twice a week; mode not specified.	22	425 00
6875. From Starke to Ocala, Fla.	Mason & Dibble --	Three times a week, in four-horse coaches.	74	7,000 00
12595. From Grand Rapids to Grand Haven, Mich.	M. McLenathan--	Three times a week; mode not specified.	36	750 00
12537. From Sacramento City to Coloma, Cal.	L. Brady-----	Daily from April 1 to Dec. 1, three times a week residue of year, in four-horse coaches and by railroad.	63	4,000 00
12569. From Sacramento City to Michigan Bluffs, Cal.	California Stage Company.	Three times a week to Auburn, twice a week residue of route, in two-horse coaches.	68	3,000 00
10085. From Jacksboro' to Whitley C. H., Ten.	A. C. King -----	Once a week; mode not specified.	62	293 00
13089. From Chippewa City to Pepin, Wis.	C. R. Weir -----	Twice a week; mode not specified.	60	870 00
13092. From Eau Claire to Alma, Wis.	Wheeler & Nicholls	Once a week with certainty, celerity, and security.	65	625 00
13577. From Wabashaw to Chatfield, Minn.	I. W. Ireland----	Once a week; mode not specified.	60	800 00
1173. From Fonda to Newkirk's Mills, N. Y.	O. Smith-----	-----do-----	20	130 00
10691. From Benton to Commerce, Mo.	W. Meyers-----	Twice a week; mode not specified.	8	58 00
13054. From Beetown to Galena, Wis.	J. Hall-----	Three times a week, in two-horse coaches.	49	600 00
13534. From Ottertail City to Leek Lake, Min.	Merrell & Campbell.	Once in two weeks; mode not specified.	90	1,000 00
13540. From Crow Wing to Pokagammon Falls, Min.	-----do-----	Once a month; mode not specified.	200	1,000 00
13611. From New Ulm to Medway, Min.	A. G. Fuller-----	Once a week; mode not specified.	166	320 00
10409 From Jefferson City to St. Joseph, Mo.	W. Bryarly-----	Three times a week, in steamboats.	375	29,900 00
6876. From Starke to Neunansville, Fla.	Mason & Dibble--	Three times a week, in four-horse coaches.	35	2,500 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Jan. 24, 1859	Route to end at Folsom City, saving 22 miles.	\$1,774 00	Mar. 15, 1859	
-----do-----	Route to end at Spring Bay, saving 10 miles, \$193 per annum, and one additional weekly trip to be run on route as curtailed at \$116 additional per annum.	77 00	Jan. 31, 1859	
-----do-----	Route to commence at Waldo, saving 11 miles.	1,040 00	Feb. 5, 1859	
Jan. 25, 1859	Route to end at Nunica, saving 10 miles.	208 00	Feb. 2, 1859	
-----do-----	Route to commence at Folsom City, saving 22 miles.	1,397 00	Mar. 15, 1859	
-----do-----	Route to commence at Folsom City, saving 18 miles.	920 00	-----do-----	
Jan. 26, 1859	Route to commence at Straight Fork, saving 12 miles.	56 00	Feb. 4, 1859	
Jan. 27, 1859	Route to commence at Eau Claire.	170 00	Feb. 10, 1859	
-----do-----	Service discontinued-----	625 00	-----do-----	
-----do-----	-----do-----	800 00	-----do-----	
Jan. 28, 1859	-----do-----	130 00	Feb. 11, 1859	
Jan. 29, 1859	Service discontinued-----	58 00	Feb. 10, 1859	
Feb. 1, 1859	Route to commence at Potosi, saving 7 miles.	96 00	Feb. 15, 1859	
Feb. 3, 1859	Service discontinued-----	1,000 00	-----do-----	
-----do-----	-----do-----	1,000 00	-----do-----	
-----do-----	-----do-----	320 00	Oct. 1, 1858	
-----do-----	-----do-----	29,900 00	Feb. 3, 1859	
-----do-----	Route to commence at Waldo, saving 8 miles.	571 00	Feb. 5, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
6498. From Knoxville to Talbotton, Ga.	L. H. Curtis.....	Once a week ; mode not specified.	37	\$250 00
6497. From Knoxville to Thomaston, Ga.	L. H. Curtis.....	Twice a week ; mode not specified.	28	420 00
11788. From Blackberry Station to Bristol Station, Ill.	M. O. Walker.....	-----do-----	21	440 00
3811. From Georgetown to Eastville, Del.	H. B. Kirkpatrick.	Three times a week, in two-horse coaches.	129	1,949 00
10534. From Independence to Warrensburg, Mo.	J. D. Sage.....	Once a week ; mode not specified.	58	495 00
15038. From Lecompton to Marysville, Kansas.	A. Stewart.....	Three times a week, in four-horse coaches.	140	4,444 00
12674. From Sault St. Marie to Saginaw, Mich.	C. W. Hatch.....	Once a week, from December 1 to April 30, in each year ; mode not specified.	264	*2,415 00
12598. From Grand Rapids to Muskegon, Mich.	T. H. Lyons.....	Three times a week ; mode not specified.	40	745 00
11568. From Kankakee Depot to Horse Creek, Ill.	T. H. & M. V. Rowe.	Once a week ; mode not specified.	14	85 00
6520. From Colquitt to Newton, Ga.	M. W. Grow.....	-----do-----	34	200 00
7428. From Kosciusko to Carthage, Miss.	J. J. Durham.....	Three times a week ; mode not specified.	30	691 00
12145. From Terre Haute to Attica, Ind.	E. S. Alvord.....	Six times a week ; mode not specified.	81	5,899 00
10488. From Huntsville to Randolph, Mo.	J. M. Brashear....	Once a week ; mode not specified.	10	75 00
11566. From Kankakee Depot to Chelsea, Ill.	T. H. & M. V. Rowe.	Twice a week ; mode not specified.	38	379 00
11571. From Kankakee Depot to Plata, Ill.	-----do-----	Once a week ; mode not specified.	20	99 00
160. From Rockland to Kendall's Mills, Me.	J. Mitchell.....	Three times a week ; mode not specified.	47	675 00
10952. From Tipton to Lisbon, Iowa.	W. A. Aldrick....	Twice a week ; mode not specified.	19	252 00

* Pay estimated, \$115 the round trip allowed.

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Feb. 3, 1859	Contractor abandoned the service.	\$250 00	Jan. 31, 1859	Contract ordered with J. E. Terrence. See land and water mails, February 3, 1859.
-----do-----	-----do-----	420 00	-----do-----	Do.
-----do-----	Supply of Kanesville omitted, and service reduced to once a week.	220 00	Feb. 15, 1859	
-----do-----	Contractor failed	1,949 00	-----do-----	Contract ordered with T. B. Sipple for 47 miles of this route. See land and water mails, Feb. 3, 1859.
-----do-----	End route at Columbus, saving 11 miles.	95 00	Feb. 18, 1859	
-----do-----	Route to commence at Rock Creek, saving 15 miles.	476 00	Mar. 11, 1859	
-----do-----	Route to end at Bay City, in lieu of Saginaw.	*63 00	Feb. 15, 1859	
Feb. 4, 1859	Route to commence at Berlin, saving 10 miles.	186 00	Feb. 7, 1859	
-----do-----	Route to end at Rinsosa, saving 5 miles.	10 00	-----do-----	Date of curtailment not reported.
-----do-----	Contractor failed to put route in operation.	200 00	-----do-----	Contract ordered with W. E. McCullers. Route to commence at Milford. See land and water mails, Feb. 4, 1859.
Feb. 10, 1859	One of the weekly trips discontinued.	230 00	Mar. 2, 1859	
-----do-----	Order of September 16, 1858, to supply Rockville rescinded	509 00	Mar. 1, 1859	
Feb. 11, 1859	Service discontinued	75 00	Feb. 26, 1859	
Feb. 12, 1859	Contractors failed	379 00	Feb. 8, 1859	Contract ordered with W. N. Dusenbury. See land and water mails, Feb. 12, 1859.
-----do-----	-----do-----	99 00	-----do-----	Do.
Feb. 14, 1859	Route to commence at Union, saving 13 miles.	150 00	Feb. 25, 1859	
-----do-----	Route to end at Mechanicsville, saving 7 miles.	92 00	-----do-----	

* \$3 the round trip deducted.

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
1214 From McConnellsville to Central Square, N. Y.	W. L. J. & E. Sanders.	Six times a week; mode not specified.	26½	\$597 00
12263. From Hartford City to Warren, Ind.	W. Taughenbaugh.	Once a week; mode not specified.	18	110 00
11789. From Lebanon to Red Bud, Ill.	H. D. Smith-----	Three times a week; mode not specified.	35	1,240 00
3948. From Magnolia to Hickory Tavern, Md.	L. Norris-----	Six times a week; mode not specified.	19	780 00
1184. From Cherry Valley to Springfield Centre, N. Y.	H. R. Wood -----	-----do-----	7	314 00
4825. From King George C. H. to Hamstead, Va.	N. W. D. Fox ----	Three times a week; mode not specified.	7	150 00
12032. From Winfield to Wabash, Ind.	T. K. Mitchell ---	Once a week; mode not specified.	33	230 00
9597. From Mersham's + Roads to Booneville, Ky.	B. Brown-----	-----do-----	42	225 00
282. From Mason Village to Peterboro', N. H.	H. T. Merrell----	Six times a week; mode not specified.	14	194 00
1191. From Herkimer to Trenton, N. Y.	Galusha and Copernoll.	Six times a week to Newport, three times a week residue of route, in two-horse coaches.	32	375 00
13036. From Madison to Portage City, Wis.	Davis & More ----	Six times a week, with certainty, celerity, and security.	49	1,465 00
3310. From Blairsville to Elderton, Pa.	W. S. Cummings-	Once a week; mode not specified.	26	114 50
11575. From Peru Station to Lafayette, Ill.	T. H. & M. V. Rowe.	-----do-----	60	289 00
3428 From Kittaning to Rimersburgh, Pa.	Piper & Lightcap-	Six times a week to Brady's Bend, three times a week residue of route, in two-horse coaches.	30	690 00
3496. From Indiana to West Lebanon, Pa.	J. McCoy-----	Once a week; mode not specified.	12	78 00
10636. From Hartsville to Forsyth, Mo.	J. W. Caugran----	-----do-----	60	230 00
8735. From Clarksville, Tex., to Fulton, Ark.	A. K. Ellett -----	Twice a week; mode not specified.	98	1,500 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Feb. 16, 1859	Route to end at Constantia, saving 8 miles.	\$180 00	-----	Date of curtailment not reported.
----do-----	Service discontinued-----	110 00	Mar. 8, 1859	
----do-----	Supply of O'Fallon's Depot omitted, saving 2 miles.	65 00	Feb. 15, 1859	
Feb. 17, 1859	Contractor abandoned the service.	780 00	Feb. 22, 1859	Contract ordered with J. Doyle. See land and water mails, February 17, 1859.
----do-----	Service discontinued-----	314 00	Feb. 23, 1859	
Feb. 19, 1859	-----do-----	150 00	----do-----	
Feb. 22, 1859	-----do-----	230 00	Feb. 12, 1859	Contractor declined to supply McKee, agreeably to order of department. Contract ordered with H. Faubus. See land and water mails, February 22, 1859.
----do-----	Contract annulled-----	225 00	Mar. 21, 1859	
Feb. 23, 1859	Three of the weekly trips discontinued.	88 00	Mar. 23, 1859	
Feb. 24, 1859	Route to end at Russia, saving 7 miles.	50 00	-----	Date of curtailment not reported.
Feb. 26, 1859	Three of the weekly trips discontinued.	700 00	April 1, 1859	
Mar. 1, 1859	Service discontinued-----	114 50	Mar. 5, 1859	
----do-----	-----do-----	289 00	Feb. 24, 1859	
----do-----	Route to end at Brady's Bend, saving 14 miles.	100 00	Mar. 1, 1859	
----do-----	Service discontinued-----	78 00	Mar. 2, 1859	
Mar. 4, 1859	Route to end at Arno, saving 32 miles.	122 00	Mar. 19, 1859	
Mar. 7, 1859	Service discontinued-----	1,500 00	April 1, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
7803. From Little Rock, Ark., to Clarksville, Tex.	Hanger & Ayliff..	Daily in four-horse coaches.	241	\$36,700 00
8735. From Clarksville, Tex., to Fulton, Ark.	A. K. Ellett.....	Twice a week; mode not specified.	98	1,500 00
6810. From Newnansville to Gainesville, Fla.	S. Scarborough...	Twice a week; mode not specified.	24	622 00
6875. From Waldo to Ocala, Fla.	Mason & Dibble ..	Three times a week, in four-horse coaches.	63	5,960 00
6876. From Waldo to Newnansville, Fla.	do.....	do.....	27	1,929 00
13593. From Poplar Grove to Lansing, Minn.	J. M. Bunn.....	Once a week ; mode not specified.	50	600 00
13550. From Little Falls to Mille Lac, Minn.	Allen & Chase....	Once in two weeks, with certainty, celerity, and security.	60	600 00
9685. From Paducah, Ky., to Huntingdon, Tenn.	N. E. Gray.....	Three times a week, in two-horse coaches.	94	2,990 00
9192. From New London to Wakeman, Ohio.	A. D. Skellinger ..	Twice a week; mode not specified.	13	139 00
13047. From Mineral Point to Boscobel, Wis.	E. S. Fitch.....	Three times a week, with certainty, celerity, and security.	40	750 00
13051. From Montford to Wright's Ferry, Wis.	Cheney & Wilsey..	Twice a week, with certainty, celerity, and security.	32	624 00
13065. From Highland to Mineral Point, Wis.	A. B. Robinson ...	Twice a week; mode not specified.	16	189 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Mar. 7, 1859	Supply of Paracrafta, omitted, and one of the weekly trips between Washington and Clarksville, 111 miles, discontinued.	\$312 00	April 1, 1859	Contractor to run three of the trips on alternate days, from Washington, <i>via</i> Savannah, DeKalb, Boston, Moors, Rondo, and Fulton, to Clarksville, 113, increasing distance 2 miles, and paying all expenses for ferriage. Departm't reserving the right to restore the service and pay as present, if any just cause of complaint be made.
----do-----	Service discontinued-----	1,500 00	----do-----	
Mar. 18, 1859	Service discontinued-----	622 00	April 19, 1859	
----do-----	Route to commence at Gainesville, saving 14 miles.	1,324 00	April 21, 1859	
----do-----	Route changed to commence at Gainesville and run by Ft. Clark to Newnansville, saving 3 miles.	214 00	----do-----	
Mar. 19, 1859	Service discontinued-----	600 00	April 1, 1859	
Mar. 22, 1859	-----do-----	600 00	----do-----	
----do-----	Route to commence at Mayfield, and go <i>via</i> Murray, superseding that part of route from Paducah to Murray, saving 21 miles.	668 00	April 11, 1859	
Mar. 23, 1859	Service discontinued-----	139 00	May 29, 1859	
----do-----	One of the weekly trips discontinued.	250 00	April 1, 1859	
----do-----	Route to commence at Fennimore, saving 13 miles, and service reduced to once a week.	433 00	----do-----	
----do-----	Service discontinued-----	189 00	----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
10183. From Huntingdon to Bell's, Tenn.	J. Hammersly ----	Three times a week, in two-horse coaches.	56	\$2,124 50
8707. From Dallas to Locust Shade, Tex.	W. Caruth -----	Once a week; mode not specified.	10	98 00
10539. From Westport to Jonesville, Mo.	D. & C. Kerr -----	-----do-----	37	350 00
13506. From St. Paul to Mankato, Minn.	M. O. Walker -----	-----do-----	80	990 00
12071. From Aurora to Rising Sun, Ind.	R. Martin -----	Twice a week; mode not specified.	8	200 00
8703. From Athens to Waxahatchie, Tex.	J. P. Douglas -----	Once a week; mode not specified.	80	582 00
8704. From Quitman to Athens, Tex.	N. S. Bratcher -----	-----do-----	63	449 00
8639. From Crockett to Alta Springs, Tex.	Alexander & Walker.	-----do-----	79	848 00
11558. From Joliet to Oswego, Ill.	J. H. Orcutt -----	Six times a week, with certainty, celerity, and security.	20	774 00
12641. From Drayton Plains to Flint, Mich.	C. S. Randall -----	Three times a week; mode not specified.	28	400 00
11552. From Cass to Oswego, Ill.	E. T. Durant. ----	Twice a week; mode not specified.	23	240 00
8526. From Washington to Livingston, Texas.	R. Parsons -----	Three times a week, in two-horse coaches.	93	3,300 00
8620. From Woodville to Jasper, Texas.	A. B. Pedigo ----	Twice a week; mode not specified.	40	450 00
8621. From Swartwout to Huntsville, Texas.	W. A. Jergins ----	-----do-----	37	760 00
8624. From Anahuac to Woodville, Texas.	S. White -----	Once a week; mode not specified.	85	670 00
8627. From Huntsville to Leona, Texas	W. A. Jergins ----	-----do-----	50	390 00
8632. From Anderson to Springfield, Texas.	R. Parsons -----	-----do-----	80	700 00
8634. From Anderson to Navasota, Texas.	J. H. Plaster -----	-----do-----	21	250 00
8201 From Red River Landing to Fort Adams, La.	W. J. Thompson --	Three times a week; mode not specified.	10	600 00
8208. From Alexandria to Burr's Ferry.	W. Bascus -----	Twice a week; mode not specified.	109	900 00
10641. From Waynesville to Wallace's Landing, Mo.	A. J. & W. S. Benden,	Once a week; mode not specified.	80	500 00
11009. From Rossville to Wauken, Iowa.	D. Harbough -----	Twice a week, in two-horse coaches.	9	160 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
Mar. 24, 1859	Route to end at Trenton, saving 23 miles.	\$873 38	April 1, 1859	
-----do-----	Service discontinued-----	98 00	Mar. 24, 1859	
-----do-----	Route to commence at New Santa Fé, saving 11 miles.	104 00	April 4, 1859	
-----do-----	Service discontinued-----	990 00	April 1, 1859	
Mar. 25, 1859	-----do-----	200 00	Mar. 31, 1859	
-----do-----	-----do-----	582 00	April 24, 1859	
-----do-----	Route to end at Big Rock, saving 10 miles.	71 00	May 3, 1859	
Mar. 26, 1859	Service discontinued-----	848 00	April 20, 1859	
Mar. 28, 1859	Service between Plainfield and Oswego reduced to once a week.	359 00	April 4, 1859	
-----do-----	Route to end at Grand Blanc, saving 7½ miles, and service between Drayton Plains and Grand Blanc reduced to twice a week.	205 00	-----do-----	
-----do-----	Route to commence at Du Page, saving 6 miles.	62 00	April 1, 1859	
Mar. 29, 1859	Route to end at Cold Spring, saving 17 miles.	300 00	Mar. 29, 1859	
Mar. 30, 1859	Service discontinued-----	450 00	April 26, 1859	
-----do-----	-----do-----	760 00	Mar. 31, 1859	
-----do-----	-----do-----	670 00	April 26, 1859	
-----do-----	-----do-----	390 00	April 13, 1859	
-----do-----	-----do-----	700 00	April 16, 1859	
-----do-----	-----do-----	250 00	-----do-----	
Mar. 31, 1859	-----do-----	600 00	April 22, 1859	
-----do-----	-----do-----	900 00	Mar. 3, 1859	
-----do-----	Route to commence at Vienna and end at Linn, saving 48 miles.	300 00	April 15, 1859	
-----do-----	Service discontinued-----	100 00	-----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
3012a. From Philadelphia to Chadsford, Pa.	P. B. Carey-----	Six times a week; mode not specified.	29	\$1,050 00
13576. From Wabashaw to Austin, Minn.	S. N. Wright ----	Once a week; mode not specified.	85	785 00
10917. From Rome to Chariton, Iowa.	E. S. Alvord -----	Six times a week, in four-horse coaches.	103	7,772 00
13504. From St. Paul, Minn., to Decorah, Iowa.	S. P. & S. F. Wheeler.	Three times a week, with certainty, celerity, and security.	165	4,200 00
13505. From St. Paul to South Bend, Minn.	J. L. Hinds -----	Six times a week, with certainty, celerity, and security.	108	6,060 00
13507. From St. Paul to Northfield, Minn.	C. Hill -----	Three times a week, with certainty, celerity, and security.	36	988 00
13508. From St. Paul to Crow Wing, Minn.	Allen & Chase ---	Six times a week, in four-horse coaches, to Falls of St. Anthony, three times a week residue of route, with three additional weekly trips between Falls of St. Anthony and Sauk Rapids, from April 15 to November 15 in each year.	162	5,995 00
13509. From St. Paul to Falls of St. Croix, Minn.	R. Gibbons -----	Six times a week to Stillwater, three times a week residue of route, in four-horse coaches.	52	1,499 00
13517. From Falls of St. Anthony to St. Cloud, Minn.	Allen & Chase----	Three times a week, in two-horse coaches.	84	2,444 00
13520. From Point Douglas to Lakeland, Minn.	D. Hone-----	Once a week, with certainty, celerity, and security.	17	209 00
13523. From Beaver Bay, Minn., to Superior, Wis.	B. Gould -----	Once a week, in steamboats in summer, and on packers in winter.	56	1,248 00
13524. From Beaver Bay to Grand Portage, Minn.	D. Shannon-----	Once in two weeks, with certainty, celerity, and security.	100	975 00
11677. From Jonesboro' to Marion, Ill.	D. R. Pully -----	Once a week; mode not specified.	26	250 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
April 1, 1859	Service discontinued.....	\$1,050 00	Mar. 1, 1859	
April 2, 1859	Route to end at Rochester, and service increased to twice a week on route as curtailed.	85 00	April 15, 1859	
-----do-----	Route to commence at Agency City, saving 38 miles.	2,867 00	April 10, 1859	
April 5, 1859	Service reduced to semi-weekly, except on that part of route between Rochester and Chatfield.	1,200 00	April 15, 1859	
-----do-----	Three of the weekly trips discontinued.	2,738 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	329 00	-----do-----	
-----do-----	Route changed by omitting Brantford and embracing St. Cloud, and service between St. Anthony's Falls and St. Cloud reduced to three times a week, and between St. Cloud and Crow Wing to twice a week the year round.	1,933 00	-----do-----	
-----do-----	Service between Stillwater and Falls of St. Croix reduced to twice a week.	243 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	814 00	-----do-----	
-----do-----	Service discontinued.....	209 00	-----do-----	
April 5, 1859	Service reduced to once in two weeks.	624 00	May 1, 1859	
-----do-----	Service discontinued.....	975 00	-----do-----	
-----do-----	-----do-----	250 00	March 1, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
11576. From Milford to Danville, Ill.	T. H. & M. V. Rowe.	Once a week ; mode not specified.	40	\$198 00
12554. From Tekonasha to White Pigeon, Mich.	Tomlinson and Hughes.	Six times a week ; mode not specified.	59	1,600 00
11508. From Chicago to Plainfield, Ill.	W. F. Lutyens...	Twice a week, with certainty, celerity, and security.	36	699 00
11521. From Waukegan to Richmond, Ill.	E. Powers -----	Twice a week ; mode not specified.	40	480 00
11523. From Waukegan to Woodstock, Ill.	C. H. Shapley ----	Three times a week ; mode not specified.	34	445 00
11524. From Niles to Oak Hill, Ill.	J. B. Bowen -----	Twice a week, with certainty, celerity, and security.	21	417 00
11525. From Niles to Waukegan, Ill.	-----do-----	Three times a week, with certainty, celerity, and security.	30	840 00
11526. From Hainesville to Palatine, Ill.	C. Laske -----	Twice a week ; mode not specified.	21	262 00
11527. From Palatine to Dearborn, Ill.	J. Hicks -----	Three times a week ; mode not specified.	24	450 00
11528. From Noyesville to Maine, Ill.	J. B. Bowen -----	Three times a week, with certainty, celerity, and security.	16½	336 00
11529. From Cottage Hill to West Wheeling, Ill.	-----do-----	-----do-----	21	420 00
11530. From Danby to Ringgold, Ill.	E. O. Hills -----	Three times a week ; mode not specified.	13	282 00
10010. From Nashville to Memphis, Tenn.	J. Miller -----	Three times a week, in steamboats.	489	39,000 00
8076. From San Antonio to El Paso, Tex.	G. H. Giddings...	Once a week ; mode not specified.	700	196,448 00
9707. From Shelbyville to Eminence, Ky.	Beckley & Neal...	Three times a week ; mode not specified.	12	300 00
10690. From Benton to Charleston, Mo.	B. M. Duke -----	-----do-----	28	196 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
April 11, 1859	Route to commence at North Fork, saving 21 miles.	\$102 00	April 20, 1859	Contractor abandoned the service.
-----do-----	Contract annulled-----	1,600 00	April 1, 1859	
April 12, 1859	One of the weekly trips discontinued.	349 00	April 20, 1859	
-----do-----	Service between Antioch and Richmond reduced to once a week.	96 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	148 00	-----do-----	
-----do-----	-----do-----	208 00	-----do-----	
-----do-----	Service between Wheeling and Waukegan, 20 miles, reduced to once a week.	373 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	131 00	-----do-----	
-----do-----	-----do-----	150 00	-----do-----	
-----do-----	Two of the weekly trips discontinued.	224 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	140 00	-----do-----	
-----do-----	-----do-----	94 00	-----do-----	
April 14, 1859	Service discontinued-----	39,000 00	April 21, 1859	
-----do-----	Twenty-eight of the weekly trips between San Antonio and El Paso, 700 miles, discontinued, and twenty-eight of the weekly trips between Fort Yuma and San Diego, Cal., 220 miles, discontinued.	76,448 00	May 31, 1859	
-----do-----	Service discontinued-----	300 00	April 22, 1859	
-----do-----	Route and service restored as formerly, viz: to go from Benton, <i>via</i> Hunt's Landing and Cypress, to Charleston, saving 8 miles.	56 00	April 23, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
11722. From Quincy to Keokuk, Ill.	J. Shores.....	Three times a week, in two-horse coaches.	41	\$1,200 00
11725. From Hamilton to Oquawka, Ill.	B. Whitfield	do.....	58	1,716 00
11737. From Peoria to Bloomington, Ill.	M. O. Walker.....	Six times a week, in two-horse coaches.	53	2,990 00
11531. From McHenry to Walworth, Ill.	J. S. McHenry ...	Twice a week; mode not specified.	24	385 00
11532. From Woodstock to State Line, Ill.	C. H. Sharpley...	Three times a week; mode not specified.	24	400 00
11533. From Woodstock to Union, Ill.	W. E. Myers.....	do.....	9½	150 00
11535. From Caledonia Station to State Line, Ill.	D. Cornell.....	Three times a week, in a covered carriage.	20	300 00
11536. From Harlem to Roscoe, Ill.	Z. H. Adams.....	Three times a week; mode not specified.	7	200 00
11537. From Elgin to Union, Ill.	E. W. Fillmore ..	do.....	27	400 00
11538. From Lodi Station to Elgin, Ill.	Waterman & Chesboro.	Twice a week; mode not specified.	26	290 00
11539. From St. Charles to Genoa, Ill.	T. T. Wing.....	do.....	25	360 00
11540. From Genoa to Genoa, Ill.	G. Williams	Three times a week; mode not specified.	11	230 00
11772. From Rock Island to Dubuque and Galena, Ill.	Galena, Dubuque, Dunleith, and Minn. Packet Co.	Six times a week, in steamboats during navigation.	100	6,837 00
11784. From Galena to Rock Island, Ill.	J. H. Orcutt.....	Three times a week, with certainty, celerity, and security.	97	2,730 00
11785. From Galena to Nora, Ill.	J. P. Claypool....	Twice a week; mode not specified.	34	650 00
7008. From Montgomery to Burnsville, Ala.	Hill, Taylor, & Timberlake.	Six times a week, with certainty, celerity, and security.	41	1,490 00
7009. From Montgomery to Jacksonville, Ala.	F. Bailey.....	Twice daily to Wetumpka, daily residue of route, in four-horse coaches.	126	10,000 00
7010. From Wetumpka to Childersburg, Ala.	E. Holtzclaw.....	Three times a week; mode not specified.	66	1,595 00
7011. From Wetumpka to Chambers C. H., Ala.	J. A. Crossland...	Twice a week; mode not specified.	63	719 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
April 14, 1859	Route to end at Warsaw, and service reduced to twice a week.	\$540 00	April 20, 1859	
-----do-----	Service between Nauvoo and Oquawka, 46 miles, reduced to twice a week.	453 00	-----do-----	
-----do-----	Service between Pekin and Bloomington, 43 miles, reduced to three times a week.	1,213 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	192 00	April 25, 1859	
-----do-----	Route to end at Big Foot prairie, and service reduced to twice a week.	210 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	50 00	-----do-----	
-----do-----	Two of the weekly trips discontinued.	200 00	-----do-----	
-----do-----	Service discontinued.	200 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	133 00	-----do-----	
-----do-----	-----do-----	145 00	-----do-----	
-----do-----	-----do-----	180 00	-----do-----	
-----do-----	-----do-----	77 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	3,418 00	April 20, 1859	
-----do-----	Route to end at Moline, saving 3 miles, and service between Galena and Fulton, 53 miles, reduced to once a week.	1,078 00	April 25, 1859	
-----do-----	One of the weekly trips discontinued.	300 00	-----do-----	
April 15, 1859	Three of the weekly trips discontinued.	700 00	-----do-----	
-----do-----	Service between Wetumpka and Talladega reduced to three times a week.	3,061 00	June 22, 1859	
-----do-----	One of the weekly trips discontinued.	532 00	April 25, 1859	
-----do-----	Service discontinued.	719 00	April 23, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
7012. From Wetumpka to Randolph, Ala.	S. Frazer.....	Twice a week; mode not specified.	58	\$900 00
7025. From Cusseta to Jacksonville, Ala.	Bragaw & Harris..	Six times a week to Chambers C. H., in four-horse coaches; three times a week residue of route, in two-horse coaches.	88	3,380 00
7032. From Dadeville to Bradford, Ala.	W. Brice	Twice a week; mode not specified.	25 $\frac{1}{4}$	290 00
7035. From Webster to Rockfork, Ala.	W. O. Hutchinson.	Three times a week, in two-horse coaches	12	450 00
7037. From Wetumpka to Goldville, Ala.	E. A. Dozier.....	Twice a week; mode not specified.	65	1,051 00
7042. From Mellow Valley to Warren, Ala.	A. B. Robinson...	Once a week; mode not specified.	42	235 00
7045. From Talladega to Dadeville, Ala.	J. N. Swift.....	Twice a week, with certainty, celerity, and security.	61 $\frac{3}{4}$	980 00
7049. From Blue Pond to Guntersville, Ala.	J. H. Wisdom....	Three times a week, in two-horse hacks.	43 $\frac{1}{2}$	1,296 00
7053. From Gadsden to Bellefonte, Ala.	D. M. Martin.....	Once a week; mode not specified.	62	440 00
7055. From Ashville to Montevallo, Ala.	G. W. Turner.....	Twice a week, with certainty, celerity, and security.	64	638 00
7063. From Blue Pond to Ashville, Ala.	do.....	do.....	46	439 00
7064. From Blue Pond, Ala., to Rome, Ga.	J. H. Wisdom....	Three times a week, in two-horse hacks.	38	1,200 00
7069. From Guntersville to Blountsville, Ala.	D. M. Martin.....	do.....	36	1,200 00
7074. From Larkinsville to Larkin's Fork.	J. Thompson.....	Twice a week; mode not specified.	25	229 00
7079. From Huntsville to Claysville, Ala.	J. P. Doyle.....	do.....	35	375 00
7083. From Athens to Tusculumbia, Ala.	J. Weaver.....	Three times a week, in two-horse hacks.	48	1,600 00
7089. From Moulton to Cedar Plains, Ala.	R. W. McKelvy...	Twice a week; mode not specified.	21	298 00
7090. From Courtland to Tuscaloosa, Ala.	T. Green	Six times a week to Moulton, three times a week residue of route in two-horse hacks.	128	6,458 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
April 15, 1859	One of the weekly trips discontinued.	\$450 00	April 25, 1859	
-----do-----	Service beyond Chambers C. H. reduced to twice a week.	824 00	May 2, 1859	
-----do-----	One of the weekly trips discontinued.	145 00	-----	Date of curtailment not reported.
-----do-----	-----do-----	150 00	-----	Do.
-----do-----	Order of Dec 10, 1858, to commence at Wetumpka, rescinded.	566 00	-----	Order to extend route never went into effect.
-----do-----	Route to commence at Flat Rock, saving 24 miles.	134 00	May 16, 1859	
-----do-----	One of the weekly trips discontinued.	490 00	May 5, 1859	
-----do-----	Service discontinued.	1,296 00	-----	Date of discontinuance not reported.
-----do-----	Route to commence at Sand Mountain, saving 24 miles.	170 00	May 6, 1859	
-----do-----	One of the weekly trips discontinued.	319 00	May 3, 1859	
-----do-----	Service reduced to once a week, and route extended 7 miles; to commence at Cedar Bluff.	186 00	May 6, 1859	
-----do-----	Route to commence at Gaylesville, saving 12 miles	379 00	April 26, 1859	
-----do-----	One of the weekly trips discontinued.	400 00	-----	Date of curtailment not reported.
April 16, 1859	-----do-----	114 00	-----	Do.
-----do-----	-----do-----	187 00	-----	Do.
-----do-----	-----do-----	533 00	May 1, 1859	
-----do-----	-----do-----	149 00	April 27, 1859	
-----do-----	Service between Courtland and Moulton reduced to three times a week.	708 00	April 22, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
7092. From Gilbertsboro', Ala., to Elkton, Tenn.	B. Smith	Three times a week; mode not specified.	14	\$142 50
7094. From Tuscumbia, to Frankfort, Ala.	S. G. W. Flake.....	do.....	15	175 00
7095. From Chickasaw to Dickson, Ala.	J. D. McCleskey..	Twice a week; mode not specified.	14	173 00
7100. From Russellville to Russellville, Ala.	L. Cook	do.....	44½	584 00
7105. From Pikeville, Ala., to Aberdeen, Miss.	J. B. Nunn	do.....	44	563 00
7106. From Fayette C. H. to Pikeville, Ala.	do.....	do.....	28	263 00
7115. From New Lexington to Fayette C. H., Ala.	R. J. Smith	Three times a week; mode not specified.	17	240 00
7124. From Tuscaloosa, Ala., to Columbus, Miss.	G. T. Hill.....	do.....	63	1,780 00
7125. From Tuscaloosa to Jasper, Ala.	S. H. Karrh.....	Twice a week; mode not specified.	59	800 00
7126. From Tuscaloosa to Vienna, Ala.	E. T. Young.....	do.....	49	900 00
7128. From Tuscaloosa to Centreville, Ala.	S. Frazer.....	Once a week; mode not specified.	37	265 00
7129. From Tryon to Elyton, Ala.	S. Garner.....	Three times a week; mode not specified.	36	800 00
7132. From Randolph to Tuscaloosa, Ala.	S. Frazer.....	Six times a week, in four-horse coaches.	61	2,700 00
7137. From Greensboro', Ala., to Columbus, Miss.	Hill, Taylor & Timberlake.	Daily, in four-horse coaches.	81	12,000 00
7140. From Livingston to Eutaw, Ala.	W. Kirkland.....	Twice a week; mode not specified.	29	487 50
7146. From Uniontown to Prairie Bluff, Ala.	W. R. Rand.....	Three times a week to McKinley, twice a week residue of route; mode not specified.	27	625 00
11034. From Apple Grove to Indianola, Iowa.	T. W. Stradley...	Once a week; mode not specified.	25	145 00
14035. From Bloomington to Neosho, N. T.	J. Hewitt.....	do.....	65	347 00
10926. From Mount Pleasant to Brighton, Iowa.	B. R. Swisher....	Twice a week; mode not specified.	24	250 00
11030. From Newton to Chariton, Iowa.	D. S. Couch	Once a week; mode not specified.	59	573 00
11577. From Danville to Prospect City, Ill.	T. H. & M. V. Rowe	Twice a week, with certainty, celerity, and security.	43	399 00
11582. From Bloomington to Urbana, Ill.	Bennett & Smith..	Three times a week to Leroy, 16 miles, twice a week rest of route; mode not specified.	53	899 00

Continued.

Date of order of cur- tailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
April 16, 1859	One of the weekly trips discontinued.	\$47 50	April 26, 1859	
-----do-----	-----do-----	58 00	May 2, 1859	
-----do-----	-----do-----	86 00	May 7, 1859	
-----do-----	-----do-----	274 00	April 25, 1859	
-----do-----	-----do-----	281 00	May 1, 1859	
-----do-----	-----do-----	131 00	-----	Date of curtailment not reported.
-----do-----	-----do-----	80 00	-----	Do.
-----do-----	-----do-----	593 00	May 2, 1859	
-----do-----	-----do-----	400 00	April 28, 1859	
-----do-----	-----do-----	450 00	April 25, 1859	
-----do-----	Route to commence at Blocker's, saving 15½ miles.	111 00	April 30, 1859	
-----do-----	One of the weekly trips discontinued.	267 00	May 1, 1859	
-----do-----	Three of the weekly trips discontinued.	1,350 00	-----	Do.
-----do-----	Four of the weekly trips discontinued.	6,000 00	April 25, 1859	See modification of order in additional allowances, April 30, 1859.
-----do-----	One of the weekly trips discontinued.	243 75	April 21, 1859	
-----do-----	Service beyond McKinley reduced to once a week.	142 00	-----	Date of curtailment not reported.
-----do-----	Route to commence at Hartford, saving 13 miles.	75 00	April 28, 1859	
April 18, 1859	Order of Jan. 29, 1859, to supply Lynch's Prairie, rescinded.	27 00	-----	
-----do-----	Service discontinued.	250 00	May 3, 1859	
-----do-----	-----do-----	573 00	May 26, 1859	
-----do-----	One of the weekly trips discontinued.	198 00	April 25, 1859	
-----do-----	Service reduced to twice a week through, and route curtailed to end at West Urbana, saving 1¾ miles.	143 00	-----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
11621. From Mount Vernon to Salem, Ill.	A. D. Hays.....	Six times a week, in two-horse coaches.	22	\$700 00
11624. From Mount Vernon to New Franklin, Ill.	do.....	Once a week; mode not specified.	26	177 00
11632. From Equality to Anna, Ill.	S. Copeland.....	Three times a week; mode not specified.	74	1,320 00
11655. From Jacksonville to White Hall, Ill.	G. W. Finch.....	Three times a week, with certainty, celerity, and security.	23	220 00
11658. From Jacksonville to Rushville, Ill.	J. Dunaway.....	Six times a week, with certainty, celerity, and security.	42	2,350 00
11662. From Springfield to Virginia, Ill.	J. Looker.....	Three times a week; mode not specified.	32½	550 00
11663. From Springfield to Beardstown, Ill.	P. S. Scott.....	Three times a week; mode not specified.	59	1,675 00
11676. From Rushville to Burlington, Ill.	S. J. Hopper.....	Three times a week, in two horse coaches.	69	1,740 00
11678. From Anna to Cape Girardeau, Ill.	J. P. Buchanan...	Six times a week; mode not specified.	25	1,190 00
11692. From Carlyle to Hillsboro', Ill.	T. H. Cory.....	Three times a week, in two-horse coaches.	38	800 00
11713. From Pittsfield to Payson, Ill.	J. Shastid.....	Twice a week; mode not specified.	28	595 00
11715. From Naples, Ill., to Louisiana, Mo.	E. S. Alvord.....	Six times a week, in two-horse coaches.	40	2,250 00
11719. From Mendon to Fowler's Station, Ill.	H. Boyle.....	do.....	7½	450 00
11727. From Carthage to Tennessee, Ill.	C. S. Hamilton...	Twice a week, in two-horse hacks.	22	468 00
11765. From Edington to New Boston, Ill.	J. H. Eby.....	Twice a week; mode not specified.	28	443 00
7037. From Wetumpka to Goldville, Ala.	E. A. Dozier.....	Three times a week to Bradford; twice a week residue of route; mode not specified.	65	1,334 00
7429. From Kosciusko to Union, Miss.	S. J. Tullos.....	Three times a week; mode not specified.	54	999 00
7440. From Macon, Miss., to Pickensville, Ala.	T. J. Foster.....	do.....	30	495 00
7540. From Good Hope to Union, Miss.	J. Wilbank.....	Once a week; mode not specified.	40	221 00
7444 From Columbus to Greenwood, Miss.	Hill, Taylor & Timberlake.	Three times a week; in two-horse coaches.	132	6,783 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
April 18, 1859	Service reduced to once a week.	\$584 00	May 1, 1859	
-----do-----	Service discontinued.	177 00	-----do-----	
-----do-----	Service between Equality and Vienna, 54 miles, reduced to once a week.	642 00	-----do-----	
-----do-----	Service discontinued.	220 00	-----do-----	
-----do-----	Service between Beardstown and Rushville, 13 miles, reduced to three times a week.	364 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	183 00	-----do-----	
-----do-----	Service between Petersburg and Beardstown, 78 miles, reduced to once a week.	719 00	-----do-----	
-----do-----	Service between Rushville and Macomb, 27 miles, reduced to once a week.	454 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	595 00	-----do-----	
-----do-----	Two of the weekly trips discontinued.	500 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	297 00	-----do-----	
-----do-----	Service between Pittsfield and Louisiana, 23 miles, reduced to three times a week.	647 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	225 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	234 00	April 25, 1859	
-----do-----	-----do-----	221 00	-----do-----	
April 19, 1859	Order of Feb. 5, 1859, for one additional weekly trip to Bradford, rescinded.	283 00	-----do-----	Never went into effect.
April 21, 1859	One of the weekly trips discontinued.	333 00	May 14, 1859	
-----do-----	-----do-----	165 00	May 3, 1859	
-----do-----	Service discontinued.	221 00	May 17, 1859	
April 22, 1859	Route to end at Greensboro', saving 62 miles.	3,183 00	May 14, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
7446. From Carrollton to Greensboro', Miss.	A. H. Brantley...	Three times a week, with certainty, celerity, and security.	52	\$1,190 00
7460. From Grenada to Greensboro', Miss.	do.....	Three times a week; mode not specified.	41	698 00
11623. From Mt. Vernon to Metropolis City, Ill.	D. R. Pully.....	do.....	94½	995 00
11717. From Naples to Quincy, Ill.	A. B. Baird.....	Six times a week; mode not specified.	56	2,497 00
11777. From Brookville to Genesee Grove, Ill.	F. Perkins.....	Twice a week; mode not specified.	22	200 00
10925. From Mt. Pleasant to Iowa City, Iowa.	A. P. Aylesworth..	Once a week, with certainty, celerity, and security.	52	420 00
12079. From Vernon to Brownstown, Ind.	T. Giboney	Once a week; mode not specified.	36	268 09
11078. From Carrollton to Carlinville, Ill.	T. H. & M. V. Rowe	Twice a week; mode not specified.	37	369 00
7457. From Grenada to Okalona, Miss.	J. J. Gallaher....	Daily, with certainty, celerity, and security.	80	5,700 00
7476. From Okalona to Camargo, Miss.	J. W. McGraw....	Six times a week; mode not specified.	16	500 00
7543. From Pensacola to Laurel Hill, Miss.	D. S. Pigg.....	Once a week; mode not specified.	19	125 00
7586. From Monticello, Miss, to Palestine, La.	A. Stumps.....	do.....	60	495 00
11653. From Virden to Carrollton, Ill.	T. H. & M. V. Rowe	do.....	50	249 00
11709. From Carrollton to Rockport, Ill.	do.....	do.....	40	199 00
447. From West Randolph to Williamstown, Vt.	S. Freeman.....	Six times a week; mode not specified.	16	389 00
3369. From Clearfield to Kylertown, Pa.	A. Johnson	Twice a week; mode not specified.	47	230 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
April 22, 1859	Route to commence at Middletown, saving 12 miles.	\$274 00	May 4, 1859	
April 18, 1859	Service discontinued.....	698 00	May 15, 1859	
April 22, 1859	Contractor abandoned the service.	995 00	May 10, 1859	Contract ordered with J. P. Bowker. See land and water mails, April 22, 1859.
-----do-----	-----do-----	2,497 00	Mar. 20, 1859	Contract ordered with T. Kellogg. See land and water mails, April 22, 1859.
-----do-----	Route to commence at Polo and run by Brookville and Barkley to Milledgeville, omitting Mount Prospect and Genesee Grove, saving 5 miles.	50 00	April 25, 1859	
April 23, 1859	Route to commence at Amboy, saving 20 miles.	157 00	May 4, 1859	
April 26, 1859	Route to end at Crothersville, saving 16 miles.	119 00	May 19, 1859	
-----do-----	Contractors abandoned the service.	369 00	April 25, 1859	Contract ordered with Henry A. Walker. See new No. 11830, land and water mails, April 26, 1859.
April 29, 1859	Four of the weekly trips discontinued.	2,850 00	May 15, 1859	
-----do-----	Three of the weekly trips discontinued.	250 00	May 16, 1859	
-----do-----	Service discontinued.....	125 00	May 14, 1859	
-----do-----	-----do-----	495 00	May 19, 1859	
-----do-----	Contractors abandoned the service.	249 00	April 20, 1859	Contract ordered with Hunt & Anderson. See land and water mails, No. 11833, April 29, 1859.
-----do-----	-----do-----	199 00	April 27, 1859	Contract ordered with H. Vinton. See land and water mails, No. 11831, Apr. 29, 1859.
-----do-----	Route to end at Brookfield, saving 6 miles.	126 00	May 9, 1859	
-----do-----	Contractor deceased	230 00	May 1, 1859	Contract ordered with J. H. Jones. See land and water mails, April 29, 1859.

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
11710. From Carrollton to Pleasant Hill, Ill.	T. H. & M. V. Rowe	Once a week ; mode not specified.	37	\$179 00
3368. From Clearfield to Keating, Pa.	J. Irwin.....	-----do-----	47	637 50
3226. From Chambersburg to Bedford, Pa.	J. Jamison	Daily, in two-horse coaches.	56	1,975 00
6545. From terminus of Savannah, Albany, and Gulf Railroad, to Waresboro', Ga.	G. W. Merrill	Three times a week, in four-horse coaches.	35	1,840 00
12658. From Romeo to Merrillville, Mich.	C. Carpenter.....	Once a week ; mode not specified.	35	195 00
11683. From Kaskaskia to Belleville, Ill.	J. McCutcheon ...	-----do-----	51½	421 00
11688. From Nashville to Chester, Ill.	-----do-----	Three times a week ; mode not specified.	49	698 00
3458. From Russellsburg to Sugar Grove, Pa.	S. Sweet	Once a week ; mode not specified.	12	65 00
7803. From Little Rock to Clarksville, Ark.	Hanger & Ayliff..	Daily, in four-horse coaches, to Washington, six times a week residue of route.	238	36,388 00
8242. From Vicksburg to Monroe, La.	C. Chaffe.....	Daily ; mode not specified.	106	5,990 00
7944. From Washington to Shreveport, Ark.	J. S. Gibson	Daily, with certainty, celerity, and security.	120	7,958 00
8200. From Red River Landing to Alexandria, La.	Price & Foster ...	Daily, in four-horse coaches.	94	13,000 00
8207. From Alexandria to Shreveport, La.	J. B. Price	-----do-----	188	34,000 00
10903. From Keokuk to Davenport, Iowa.	L. Dodge.....	Six times a week in steamboats.	140	14,040 00
7514. From Salisbury to Spring Hill, Miss.	H. G. Barbee	Twice a week ; mode not specified.	15	312 00
11576. From North Fork to Danville, Ill.	T. H. & M. V. Rowe	Once a week ; mode not specified.	20	96 00
11577. From Danville to Prospect City, Ill.	T. H. & M. V. Rowe	-----do-----	43	201 00
11682. From Chester to St. Louis, Ill.	J. & A. Arnot....	Six times a week, in four-horse coaches.	61	3,998 00
7151. From Cahaba to Liberty Hill, Ala.	B. Gibson.....	Three times a week ; mode not specified.	20	700 00
7161. From Camden to Shiloh, Ala.	J. A. Christian...	Once a week ; mode not specified.	34½	355 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
April 29, 1859	Contractor abandoned the service.	\$179 00	April 27, 1859	Contract ordered with Henry Vinton. See land and water mails, No. 1132, April 29, 1859.
April 30, 1859	Route to end at Salt Lick, saving 15 miles.	140 00	May 6, 1859	
-----do-----	Route to end at Bloody Run, saving 8 miles.	50 00	-----do-----	
-----do-----	Route to commence at Crawford's saving 8 miles.	420 00	March 9, 1859	
-----do-----	Route to commence at Almont, saving 7 miles.	39 00	May 15, 1859	
-----do-----	Route to end at Lively, saving 15 miles.	123 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	233 00	-----do-----	
May 3, 1859	Service discontinued.	65 00	May 16, 1859	
-----do-----	One of the weekly trips between Little Rock and Washington, 108 miles, discontinued.	1,124 00	June 27, 1859	
-----do-----	Four of the weekly trips discontinued.	2,567 00	May 18, 1859	
-----do-----	-----do-----	3,423 00	May 19, 1859	
-----do-----	-----do-----	5,571 00	May 25, 1859	
-----do-----	-----do-----	14,889 00	May 21, 1859	
-----do-----	Three of the weekly trips discontinued.	7,020 00	May 16, 1859	
-----do-----	Route to end at Canaan, saving 6 miles.	124 00	July 19, 1859	
May 5, 1859	Contractors abandoned the service.	96 00	April 28, 1859	Contract ordered with R. G. Foster. See land and water mails, May 5, 1859.
-----do-----	-----do-----	201 00	-----do-----	Contract ordered with R. G. Foster. See land and water mails, May 5, 1859.
-----do-----	Route to commence at Waterloo, saving 40 miles.	2,621 00	May 23, 1859	
May 7, 1859	One of the weekly trips discontinued.	233 00	April 28, 1859	
-----do-----	Route to commence at Clifton, saving 14 miles.	144 00	May 13, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
7166. From Butler, Ala., to Quitman, Miss.	J. H. Evans -----	Twice a week; mode not specified.	44	\$365 00
7169. From De Soto, Miss., to Linden, Ala.	-----do-----	Three times a week; mode not specified.	79	1,690 00
7172. From St. Stephen's to Mount Vernon, Ala.	E. S. Barnett ----	Twice a week; mode not specified.	35	950 00
7179. From Cokerville to Camden, Ala.	F. A. Dulany ----	Three times a week; mode not specified.	33	1,170 00
7198. From Brundidge to Buzbeeville, Ala.	J. H. Callaway---	Once a week; mode not specified.	18	210 00
7200. From Eufaula to Clayton, Ala.	T. Dunn -----	Six times a week, in two-horse coaches.	22	915 00
7203. From Eufaula to Cowikee, Ala.	-----do-----	Twice a week; mode not specified.	21½	380 00
7204. From Otho to Laurenceville, Ala.	W. M. Guilford --	-----do-----	11	275 00
7208. From Seal's Station, Ala., to Cuthbert, Ga., with branch.	R. J. & D. H. Hill.	Daily, in four-horse coaches.	{ 56½ 23¾ }	{ 4,540 00 1,908 00 }
3119. From Allentown to Rehrersburg, Pa.	C. Seagreaves ----	Six times a week to Hamburg, 3 times a week residue of route, with certainty, celerity, and security.	46	1,126 00
12510. From Detroit to Lansing, Mich.	Hibbard & Burrell	Six times a week, in four-horse coaches.	96	4,300 00
12512. From Clinton to Ypsilanti.	Hawkins & Alexander.	Six times a week, with certainty, celerity, and security.	22	587 00
12515. From Ann Arbor to Howell, Mich.	J. F. Avery -----	Three times a week; mode not specified.	32	375 00
12518. From Dexter to Fredonia, Mich.	Humphrey & Hibbard.	Twice a week; mode not specified.	15	223 00
12520. From Monroe to Ypsilanti, Mich.	A. Hawkins-----	Twice a week, with certainty, celerity, and security.	35	289 00
12521. From Monroe to Ann Arbor, Mich.	P. Knowles -----	Three times a week; mode not specified.	40½	600 00
12525. From Adrian, Mich., to Wauseon, Ohio.	P. S. Robinson ---	Twice a week, in two-horse coaches.	28	248 00
12526. From Adrian to Napoleon, Mich.	J. B. Decker-----	Three times a week; mode not specified.	27	390 00
12527. From Adrian to Hillsdale, Mich.	L. A. Alderman --	Three times a week, with certainty, celerity, and security.	39	550 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
May 7, 1859	Service beyond Pushmataha reduced to once a week.	\$205 00	May 12, 1859	
-----do-----	Service discontinued.	1,690 00	May 7, 1889	
-----do-----	One of the weekly trips discontinued.	475 00	May 1, 1859	
-----do-----	-----do-----	390 00	May 6, 1859	
-----do-----	Service discontinued.	210 00	April 21, 1859	
-----do-----	Three of the weekly trips discontinued.	457 00	-----	Date of curtailment not reported.
-----do-----	One of the weekly trips discontinued.	190 00	-----	Do.
-----do-----	-----do-----	137 00	-----	Do.
-----do-----	Service between Georgetown and Cuthbert, and between Georgetown and Ft. Gaines, reduced to three times a week.	1,928 00	May 9, 1859	
-----do-----	Three of the weekly trips to Hamburg discontinued.	426 00	April 4, 1859	
-----do-----	Service between Howell and Lansing, 40½ miles, reduced to three times a week, and from four to two-horse coaches.	1,078 00	May 1, 1859	
-----do-----	Three of the weekly trips discontinued.	293 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	129 00	-----do-----	
-----do-----	-----do-----	111 00	-----do-----	
-----do-----	-----do-----	194 00	-----do-----	
-----do-----	-----do-----	200 00	-----do-----	
-----do-----	-----do-----	124 00	-----do-----	
-----do-----	Service discontinued.	390 00	May 15, 1859	
-----do-----	One of the weekly trips discontinued.	183 00	May 1, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
12530. From Clayton to Seneca, Mich.	J. N. Powell	Twice a week; mode not specified.	11	\$99 00
12531. From Hudson, Mich., to West Unity, Ohio.	D. M. Worden	Once a week; mode not specified.	29	187 00
12533. From Tecumseh to Jonesville, Mich.	Humphrey & Hibbard.	Three times a week; mode not specified.	41	623 00
12536. From Hillsdale to Fremont, Mich.	S. H. Turner	Twice a week; mode not specified.	30	322 00
12538. From Jackson to Hudson, Mich.	Knickerbocker & Knapp.	Twice a week, in two-horse coaches.	37	394 00
12539. From Jackson to Jonesville, Mich.	do.....	Six times a week, in two-horse coaches.	27	645 00
12542. From Marshall to Coldwater, Mich.	S. W. Seeley	do.....	24	635 00
12544. From Marshall to Belleview, Mich.	J. T. Downes	Six times a week, in two-horse coaches, with certainty, celerity, and security.	16	424 00
12545. From Jonesville to Marshall, Mich.	do.....	Six times a week, in two-horse coaches.	27	619 00
12552. From Onondaga to Tompkins, Mich.	Humphrey & Hibbard.	Three times a week; mode not specified.	12	246 00
12553. From Tekonsha to Homer, Mich.	J. Enos	do.....	12	155 00
12562. From Decatur to Millersburg, Mich.	H. H. Selter	Twice a week, with certainty, celerity, and security.	24	270 00
12563. From Dayton to New Carlyle, Mich.	G. S. Ferguson	Twice a week; mode not specified.	12	170 00
12570. From Kalamazoo to Hastings, Mich.	H. Lewis	Three times a week, with certainty, celerity, and security.	42	750 00
12572. From Kalamazoo to Grand Rapids, Mich.	W. G. Patterson ..	Six times a week, in four-horse coaches, with certainty, celerity, and security.	53	1,985 00
12573. From Decatur to South Haven, Mich.	E. Chamberlain	Three times a week, in two-horse coaches.	33	500 00
12580. From Allegan to Grand Haven, Mich.	B. Pratt	Once a week, in two-horse hacks.	47	295 00
12582. From Battle Creek to Schoolcraft, Mich.	H. Taylor	Twice a week; mode not specified.	38	425 00
12583. From Battle Creek to Ada, Mich.	C. Shephard	Six times a week to Hastings, three times a week residue of route, in stages.	58	989 00
12595. From Grand Rapids to Ottawa Centre, Mich.	N. McLenathan	Three times a week; mode not specified.	25	542 00
12675. From Sault St. Marie to Marquette, Mich.	J. T. Harvey	Once a week five months of the year; mode not specified.	164	\$1,056 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
May 7, 1859	One of the weekly trips discontinued.	\$49 00	May 1, 1859	
-----do-----	Route to end at Mill Creek, saving 8 miles.	51 00	--- do-----	
-----do-----	One of the weekly trips discontinued.	207 00	-----do-----	
-----do-----	-----do-----	161 00	-----do-----	
-----do-----	-----do-----	394 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	322 00	-----do-----	
-----do-----	-----do-----	317 00	-----do-----	
-----do-----	-----do-----	212 00	-----do-----	
-----do-----	-----do-----	309 00	-----do-----	
-----do-----	Two of the weekly trips discontinued.	164 00	-----do-----	
-----do-----	-----do-----	103 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	135 00	May 10, 1859	
-----do-----	-----do-----	85 00	-----do-----	
-----do-----	-----do-----	250 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	992 00	May 1, 1859	
-----do-----	One of the weekly trips discontinued.	166 00	May 10, 1859	
-----do-----	Route to end at Holland, saving 22 miles.	138 00	May 1, 1859	
-----do-----	One of the weekly trips discontinued.	212 00	May 10, 1859	
-----do-----	Service between Hastings and Ada, 32 miles, reduced to twice a week.	125 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	180 00	-----do-----	
-----do-----	Service discontinued-----	1,056 00	May 1, 1859	Pay estimated; \$48 per trip allowed.

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
12676. From Marquette to Kewenau Bay, Mich.	D. M. Whitney. --	Once a week five months of the year; mode not specified.	70	\$770 00
12682. From Rockland to Pewaukee, Mich.	A. Merriweather. --	Once a week; mode not specified.	15	219 00
4963. From Hicksford to Franklin Depot, Va.	J. M. Corbit.	Twice a week; mode not specified.	43½	308 00
13501. From St. Paul, Min, to Galena, Ill.	Galena, Dubuque, Dunleith & Minnesota Packet Co	Six times a week, in steamboats.	340	46,000 00
13551. From Minneapolis to Forest City, Min.	C. A. Loverain.	Once a week, with certainty, celerity, and security.	75	820 00
13553. From Minneapolis to Shaska, Min.	B. Gould.	Once a week; mode not specified.	30	350 00
13554. From Minneapolis to Glencoe, Min.	C. Galpin.	Once a week, with certainty, celerity, and security.	50	790 00
13557. From Monticello to Glenco, Minn.	E. C. Smith.	Once a week; mode not specified.	80	1,400 00
13561. From Neenah to Glenco, Minn.	P. W. Savage.	Once a week, with certainty, celerity, and security.	50	800 00
13567. From Hastings to Faribault, Minn.	M. O. Walker.	Six times a week, in four-horse coaches.	43	1,935 00
13568. From Hastings to Kenyon, Minn.	A. Cotter.	Once a week, in two-horse stages.	36	500 00
13569. From Red Wing to Oronoco, Minn.	D. Hancock.	Once a week, in two-horse coaches.	30	400 00
13570. From Red Wing to Le Sueur, Minn.	T. M. Lowate.	Three times a week, in two-horse coaches.	84	2,000 00
13572. From Red Wing to Blue Earth city, Minn.	A. Cotter.	Twice a week, in two-horse coaches.	110	2,000 00
13574. From Chippewa Falls, Wis., to Faribault, Minn.	J. B. Downer.	Three times a week; mode not specified.	126	3,688 00
13575. From Reed's Landing to New Haven, Minn.	J. B. Clark.	Twice a week, with certainty, celerity, and security.	39	785 00
13578. From Winona to St Peter's, Minn.	Wheeler & Nichols.	Three times a week, with certainty, celerity, and security.	162	3,725 00
13580. From Winona, Minn., to Burr Oak, Iowa.	E. E. Stoning.	Once a week, in two-horse coaches.	57	500 00
13585. From Brownsville to Carimona, Minn.	H. K. Belding. ...	Three times a week, with certainty, celerity, and security.	56	1,800 00
13596. From Shakopee to Fort Ridgely, Minn.	P. W. Savage.	do.	80	3,800 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
May 7, 1859	Service discontinued.....	\$770 00	May 1, 1859	Pay estimated; \$35 per trip allowed.
-----do-----	-----do-----	219 00	May 15, 1859	
May 9, 1859	One of the weekly trips discontinued.	150 00	May 16, 1859	
-----do-----	Service discontinued.....	46,000 00	April 23, 1859	
-----do-----	Route to end at Albion, saving 22 miles.	240 00	May 10, 1859	
-----do-----	Service discontinued.....	350 00	-----do-----	
-----do-----	-----do-----	790 00	-----do-----	
-----do-----	-----do-----	1,400 00	-----do-----	
-----do-----	-----do-----	800 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	967 00	-----do-----	
-----do-----	Service discontinued.....	500 00	-----do-----	
-----do-----	-----do-----	400 00	-----do-----	
-----do-----	Two of the weekly trips discontinued.	1,100 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	800 00	-----do-----	
-----do-----	-----do-----	1,230 00	-----do-----	
-----do-----	-----do-----	340 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	1,242 00	-----do-----	
-----do-----	Route to end at Rushford, saving 33 miles.	289 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	600 00	-----do-----	
-----do-----	Route to end at Glencoe, and service reduced to twice a week.	1,900 00	-----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
13598. From Cannon River Falls to Lakeville, Minn.	A. Cotter-----	Three times a week, in two-horse coaches.	25	\$800 00
13599. From Faribault, Minn., to Osage, Iowa.	-----do-----	-----do-----	96	2,400 00
13601. From Faribault to St. Peter's, Minn.	J. W. Babcock---	Three times a week, with certainty, celerity, and security.	36	1,022 00
13603. From St. Peter's, Minn., to Decorah, Iowa.	Wheeler & Nicholls.	Once a week, with certainty, celerity, and security.	140	1,496 00
13604. From Traverse des Sioux to New Elm, Minn.	J. W. Babcock---	Three times a week; mode not specified.	29	700 00
13606. From Mankato, Minn., to Sioux city, Iowa.	-----do-----	Once a week; mode not specified.	200	3,098 00
13608. From Blue Earth city, Minn., to Algona, Iowa.	A. C. Call-----	Twice a week; in two-horse coaches.	48	650 00
13609. From Sioux city, Iowa, to Sioux Falls city, Minn.	J. W. Babcock---	Once a week, with certainty, celerity, and security.	90	1,199 00
13614. From Kenyon to Oak Glen, Minn.	H. Dutcher-----	-----do-----	30	500 00
13615. From Chatfield, Minn., to Osage, Iowa.	Wheeler & Nicholls.	-----do-----	60	643 00
13617. From Chatfield to Owatonna, Minn.	A. Cotter-----	Once a week, in two-horse coaches.	46	700 00
18618. From Oak Glen to Mankato, Minn.	-----do-----	-----do-----	60	800 00
13620. From Forestville, Minn., to New Oregon, Iowa.	L. McCoy-----	Once a week, with certainty, celerity, and security.	30	156 00
13622. From Cannon River Falls, Minn., to New Oregon, Iowa.	A. Cotter-----	Once a week, in two-horse coaches.	80	1,000 00
13623. From Elliot to High Forest, Minn.	R. Fay-----	Once a week; mode not specified.	40	500 00
13626. From Rochester to Faribault, Minn.	J. B. Clark-----	Three times a week, with certainty, celerity, and security.	48	1,435 00
10414. From Jefferson City to Little Piney, Mo.	W. M. Hackney--	Three times a week; mode not specified.	71	940 00
11584. From Wapella to Lyttleville, Ill.	J. Warner-----	Twice a week; mode not specified.	12	300 00
11587. From Arcola to Uba, Ill.	J. Chandler-----	-----do-----	17 $\frac{3}{4}$	195 00
13086. From Falls of St. Croix to Bayfield, Wis.	Davis & More----	Once a week, with certainty, celerity, and security.	130	2,600 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
May 9, 1859	Service discontinued.....	\$800 00	May 10, 1859	
-----do-----	One of the weekly trips discontinued.	800 00	-----do-----	
-----do-----	-----do-----	272 00	-----do-----	
-----do-----	Service discontinued.....	1,496 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	206 00	-----do-----	
-----do-----	Service reduced to once in two weeks.	1,549 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	300 00	-----do-----	
-----do-----	Service discontinued.....	1,199 00	May 15, 1859	
-----do-----	-----do-----	500 00	-----do-----	
-----do-----	End route at Spring Valley, saving 37 miles.	400 00	-----do-----	
-----do-----	Route to end at High Forest, saving 28 miles.	425 00	-----do-----	
-----do-----	Service discontinued.....	800 00	-----do-----	
-----do-----	-----do-----	156 00	-----do-----	
-----do-----	Route to commence at Mantorville, omitting Frankford and embracing Elkhorn and Deer Creek.	300 00	-----do-----	
-----do-----	Route to end at Spring Valley.	160 00	-----do-----	
-----do-----	Service discontinued.....	1,435 00	-----do-----	
May 11, 1859	Contract annulled in consequence of contractor failing to keep up the service.	940 00	May 11, 1859	Contract ordered with C. Wagner. See land and water mails, May 11, 1859.
-----do-----	Service discontinued.....	300 00	June 1, 1859	
May 12, 1859	Route to end at Bourbon.	65 00	April 19, 1859	
-----do-----	Service discontinued.....	2,600 00	June 1, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
13539. From Crow Wing to St. Joseph's, Minn.	N. W. Kittson.....	Twice a month; mode not specified.	645	\$3,980 00
9647. From Glasgow to Hardinsburg, Ky.	Eskridge & Beard.	Three times a week, with certainty, celerity, and security.	95	997 50
12635. From Fentonville to Ann Arbor, Mich.	J. F. Avery.....	Six times a week; mode not specified.	42	1,355 00
10954. From Tipton to London, Iowa.	P. Fleming.....	Three times a week; mode not specified.	15	375 00
11572. From Wilmington to Morris, Ill.	W. Higgins.....	Once a week; mode not specified.	32	208 00
15043. From Kansas, Mo., to Ozawkie, Kansas Ter.	J. A. Hawkes.....	-----do-----	60	500 00
3366a. From Clarion to Meadville, Pa.	J. Wrightman....	Six times a week, in two-horse coaches.	53	1,787 50
14033. From Omadi to Elk Horn, Neb. Ter.	Lockwood & Nicholls.	Once a week; mode not specified.	25	350 00
7014. From Mt. Meigs to Line Creek, Ala.	W. J. Pearce.....	-----do-----	19	275 00
15060. From Rogersville to White Cloud, Kan. Ter.	W. Ward.....	Three times a week; mode not specified.	25	520 00
11083. From Quincy to Fontanelle, Iowa.	W. F. Davis.....	Twice a week; mode not specified.	25	310 00
8227. From Keatchie to Frank's Settlement, La.	J. Butterworth...	Once a week; mode not specified.	24	197 00
3015. From West Chester to Philadelphia, Pa.	West Chester Railroad Company.	Twelve times a week, by railroad.	34	1,070 00
7402. From Vicksburg to Greenwood, Miss.	Holmes & Leathers	Twice a week, in steamboats, with one additional weekly trip to Yazoo City.	260	16,375 00
15054. From Iowa Point to Mount Ray, Kan. Ter.	Forman & Pember-ton.	Once a week; mode not specified.	20	150 00
7619. From New Orleans to Gainesville, Miss.	W. J. Portevent..	Once a week, in steamboats.	120	3,000 00
9681. From Hopkinsville to Greenville, Ky.	L. R. Reno.....	Once a week; mode not specified.	33	193 00
10943. From Iowa City to Sigourney, Iowa.	H. P. Moody.....	Twice a week; mode not specified.	49	567 00
10915. From Mt. Sterling to Alexandria, Iowa.	R. Stewart.....	-----do-----	41	550 00
10916. From Farmington to Bloomfield, Iowa.	C. Miller.....	Three times a week; mode not specified.	41	645 00
10922. From Washington to Oskaloosa, Iowa.	A. P. Moody.....	Three times a week, with certainty, celerity, and security.	60	1,000 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
May 12, 1859	Service between Ottertail and St. Joseph's reduced to once a month	\$1,480 00	June 1, 1859	
May 13, 1859	Contractors abandoned the service; contract annulled.	997 50	June 13, 1859	Contract ordered with W. Feenan. See land and water mails, May 13, 1859.
-----do-----	Service reduced to twice a week.	900 00	June 1, 1859	
-----do-----	Service discontinued-----	375 00	June 30, 1859	
May 16, 1859	Route to commence at Mazon, saving 20 miles	130 00	June 1, 1859	
May 19, 1859	Service discontinued-----	500 00	May 19, 1859	
-----do-----	Contractor failed-----	1,787 50	Mar. 1, 1859	Contract ordered with J. Evans. See land and water mails, May 19, 1859.
-----do-----	Service discontinued-----	350 00	June 3, 1859	
-----do-----	-----do-----	275 00	May 14, 1859	
-----do-----	-----do-----	520 00	June 30, 1859	
-----do-----	One of the weekly trips discontinued.	155 00	-----	Date of curtailment not reported.
-----do-----	Route to end at Longstreet, saving 6 miles.	49 00	-----	Do.
May 20, 1859	Service discontinued-----	1,070 00	June 1, 1859	
-----do-----	Additional weekly trip between Vicksburg and Yazoo City, 110 miles, discontinued.	1,500 00	June 30, 1859	
-----do-----	Service discontinued-----	150 00	May 20, 1859	
-----do-----	-----do-----	3,000 00	June 30, 1859	
-----do-----	-----do-----	193 00	June 1, 1859	
-----do-----	One of the weekly trips discontinued.	283 00	June 30, 1859	
-----do-----	-----do-----	275 00	-----do-----	
-----do-----	Two of the weekly trips discontinued.	430 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	200 00	-----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
10931. From Burlington to Salem, Iowa.	Fairbank & Welton	Twice a week ; mode not specified.	30	\$650 00
7825. From Augusta to Wittsburg, Ark.	T. S. Ross-----	Once a week; mode not specified.	50	450 00
7855. From Jacksonport to Oceola, Ark.	W. Mims-----	-----do-----	100	840 00
7927. From Lewisburg to Clinton, Ark.	B. Holmes-----	-----do-----	52	249 00
7929. From Waldron to Jno. N. Slossom's, Ark.	J. Gable -----	-----do-----	30	148 00
10992. From Delhi to Strawberry Point, Iowa.	J. A. Jewett -----	-----do-----	26	225 00
7802. From Little Rock to Helena, Ark.	Chidester, Rapley, Hanger & Brimer	Six times a week, in four-horse coaches to Clarendon, 3 times a week in four-horse coaches between Clarendon and Helena, and 3 times a week with certainty, celerity, and security.	135	13,000 00
10947. From Muscatine to Davenport, Iowa	Scripture & Avery	Twice a week, with certainty, celerity, and security.	29	733 00
10951. From Wilton Junction to Iowa City.	C. Clapp -----	Three times a week, in two-horse coaches.	30	600 00
10975. From Andrew, Iowa, to Galena, Ill.	J. C. Caldenwood.	Three times a week, with certainty, celerity, and security.	30	875 00
10990. From Yankee Settlement to Clermont.	Wheeler & Nichols	Once a week, with certainty, celerity, and security.	35	383 00
10997. From Guttenburg to Independence, Iowa.	W. Dana-----	Once a week; mode not specified.	55	499 00
10998. From Guttenburg to Dyersville, Iowa.	C. Simms-----	-----do-----	26½	235 00
11000. From Elkader to Decorah, Iowa.	J. Sharpe-----	Twice a week ; mode not specified.	62	900 00
11007. From Monena to Lansing, Iowa.	S. V. Shaw-----	-----do-----	30	620 00
11031. From Newton to Fort Dodge, Iowa.	D. S. Couch-----	Twice a week to Nevada, once a week residue of route; mode not specified.	87	1,131 00
11037. From Knoxville to Des Moines, Iowa.	P. S. Totten -----	Once a week, with certainty, celerity, and security.	39	300 00
11040. From Oskaloosa to Newton, Iowa.	S. Parks-----	Once a week ; mode not specified.	46	400 00
11057. From Adell to Boonsboro', Iowa.	S. N. Simpson-----	-----do-----	40	325 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
May 20, 1859	One of the weekly trips discontinued.	\$325 00	June 30, 1859	
May 21, 1859	Service discontinued.....	450 00	do.....	
do.....	do.....	840 00	do.....	
do.....	do.....	249 00	do.....	
do.....	do.....	148 00	do.....	
do.....	do.....	225 00	do.....	
do.....	The three weekly trips "with certainty, celerity, and security" between Clarendon and Helena, 66 miles, discontinued.	2,275 00	do.....	
do.....	One of the weekly trips discontinued.	366 00	do.....	
do.....	do.....	150 00	do.....	
do.....	do.....	291 00	do.....	
do.....	Service discontinued.....	383 00	do.....	
do.....	do.....	499 00	do.....	
do.....	do.....	235 00	do.....	
do.....	Service betw. West Union and Decorah, 37 miles, reduced to once a week.	268 00	do.....	
May 23, 1859	One of the weekly trips discontinued.	310 00	do.....	
do.....	Service between Newton and Nevada, 37 miles, reduced to once a week.	337 00	do.....	
do.....	Service discontinued.....	300 00	do.....	
do.....	do.....	400 00	do.....	
do.....	do.....	325 00	do.....	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
11066. From Centreville to Chariton, Iowa.	W. S. Henderson..	Once a week; mode not specified.	37½	\$300 00
11074. From Chariton to Princeton, Iowa.	Wright & Bracewell	Twice a week; mode not specified.	55	665 00
11086. From Lewis to Clarinda, Iowa.	P. Banks	Once a week; mode not specified.	50	475 00
11097. From Leoni to Eldora, Iowa.	J. Burch	-----do-----	49	398 00
10141. From Jasper to Pikeville, Tenn.	A. Smith	Twice a week; mode not specified.	47	349 00
11699. From Hillsborough to Shipman, Ill.	T. H. Cory	-----do-----	40	626 00
10457. From Shelbyville to Milan, Mo.	O. Wilson	Once a week; mode not specified.	81	520 00
10461. From Hannibal to Paris, Mo.	J. T. B. Anderson..	Twice a week; mode not specified.	48	936 00
10469. From La Grange to Emerson, Mo.	J. Roberts	Once a week; mode not specified.	18	135 00
10470. From La Grange to Newark, Mo.	J. Moore	-----do-----	32	200 00
10495. From Brunswick to Linneus, Mo.	J. Jordan	Three times a week, in two-horse coaches.	40	845 00
11712. From Pittsfield to Breeze, Ill.	J. G. Shasted	Twice a week; mode not specified.	24	470 00
13009. From Milwaukie to Janesville, Wis.	Davis & More	Three times a week, with certainty, celerity, and security.	70	1,390 00
13016. From Kenosha to Richmond, Wis.	D. Quigley	Twice a week, with certainty, celerity, and security.	33	448 00
13017. From Kenosha to Darien, Wis.	Quigley & Kelley ..	Three times a week, with certainty, celerity, and security.	52	998 00
13021. From Oconomowock to Jefferson, Wis.	J. Smith	Three times a week, on horseback.	34	300 00
13022. From Oconomowock to Jefferson, Wis.	P. Hahn	Once a week, on horseback.	21	200 00
13023. From North Prairie to Fort Atkinson, Wis.	J. G. Sadd	Twice a week, on horseback.	25	370 00
13024. From Aztalan to White Water, Wis.	A. Brown	Six times a week, in two-horse coaches.	27	780 00
13025. From Fort Atkinson to Madison, Wis.	L. McConnell	Three times a week, on horseback.	36	700 00
13027. From Watertown to Madison, Wis.	Davis & More	Three times a week, with certainty, celerity, and security.	42	940 00
13028. From Watertown to Madison, Wis.	-----do-----	-----do-----	42	910 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
May 23, 1859	Service discontinued.....	\$300 00	June 30, 1859	
-----do-----	One of the weekly trips discontinued.	330 00	-----do-----	
-----do-----	Service discontinued.....	475 00	-----do-----	
-----do-----	Route to end at Fontaine, saving 19 miles.	154 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	174 00	-----do-----	Date of curtailment not reported.
-----do-----	Route to end at Woodburn, saving 6½ miles.	102 00	June 1, 1859	
May 24, 1859	Service discontinued.....	520 00	June 30, 1859	
-----do-----	One of the weekly trips discontinued.	468 00	-----do-----	
-----do-----	Service discontinued.....	135 00	-----do-----	
-----do-----	-----do-----	200 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	200 00	-----do-----	
-----do-----	Route to end at Bedford, saving 7 miles.	170 00	-----do-----	
May 25, 1859	One of the weekly trips discontinued.	463 00	May 15, 1859	
-----do-----	-----do-----	224 00	-----do-----	
-----do-----	Service between Kenosha and Geneva reduced to once a week, and between Geneva and Darien to twice a week.	499 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	100 00	-----do-----	
-----do-----	Service discontinued.....	200 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	185 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	300 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	233 00	-----do-----	
-----do-----	-----do-----	313 00	-----do-----	
-----do-----	-----do-----	303 00	-----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
13029. From Watertown to Horicon, Wis.	Burroughs and Strunk.	Three times a week, with certainty, celerity, and security.	24	\$485 00
13030. From Madison to Janesville, Wis.	A. M. Slocum.....	do.....	45	700 00
13031. From Madison to Broadhead, Wis.	S. F. Nichols.....	Three times a week to Albany, with certainty, celerity, and security; residue of route 6 times a week	42	833 00
13033. From Madison to Dodgeville, Wis.	L. W. Needham..	Twice a week, on horse-back.	45	750 00
13034. From Madison to Sauk City, Wis.	Burroughs&Strunk	Twice a week, with certainty, celerity, and security.	26	363 00
13037. From Janesville to Monroe, Wis.	L. Dutton.....	do.....	40	500 00
13038. From Broadhead to Avon, Wis.	J. Young.....	Twice a week, on horse-back.	8	64 00
13039. From Monroe to Rockford, Wis.	J. W. Kildew.....	Twice a week, in two-horse coaches.	40	550 00
13040. From Monroe to Apple River, Wis.	Burroughs&Strunk	Three times a week to Shullsburg, six times a week residue of route, with certainty, celerity, and security.	48	1,414 00
13041. From Albany to Staughton, Wis.	Cheney & Willsey.	Once a week, with certainty, celerity, and security.	27	260 00
13045. From Arena to Galena, Wis.	Davis & More....	Six times a week, with certainty, celerity, and security.	74	2,740 00
13046. From Mineral Point to Albany, Wis.	Liller & Hurmel..	Twice a week, with certainty, celerity, and security.	50	875 00
13048. From Mineral Point to Galena, Wis.	Davis & More....	Three times a week, with certainty, celerity, and security.	42	1,010 00
13049. From Wyoming to Highland, Wis.	B. Williams.....	Once a week, on horse-back.	21	224 00
13053. From Beetown, Wis., to Guttenburg, Iowa.	P. Stephens.....	Twice a week, on horse-back.	14	190 00
13055. From Dunleith to Shullsburg, Wis.	Burroughs&Strunk	Three times a week, with certainty, celerity, and security.	25	545 00
13057. From Potosi to Bos-cobel, Wis.	N. Westenhaven..	do.....	39	536 00
9614. From Woodstock to Jamestown, Ky.	S. M. Farish.....	Once a week; mode not specified.	65	490 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
May 25, 1859	One of the weekly trips discontinued.	\$162 00	May 15, 1859	
-----do-----	-----do-----	233 00	-----do-----	
-----do-----	Service between Madison and Albany reduced to twice a week, and between Albany & Broadhead to three times a week.	321 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	375 00	-----do-----	
-----do-----	-----do-----	181 00	-----do-----	
-----do-----	Route to end at Albany, saving 16 miles.	200 00	-----do-----	
-----do-----	Service discontinued.	64 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	275 00	-----do-----	
-----do-----	Route to end at Darlington, saving 20 miles, and service reduced, on route as curtailed, to twice a week.	967 00	-----do-----	
-----do-----	Route to commence at Union.	130 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	1,370 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	437 00	-----do-----	
-----do-----	Route to end at Council Hill Station, and service reduced to twice a week.	337 00	-----do-----	
-----do-----	Service discontinued.	224 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	95 00	-----do-----	
-----do-----	Service discontinued.	545 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	178 00	-----do-----	
-----do-----	Service discontinued.	490 00	June 11, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
11573. From Onargo to Iroquois, Ill.	T. H & M. V. Rowe	Six times a week; mode not specified.	25	\$738 00
10073 From Mossey Creek to Warm Springs, Tenn.	M. Goldman.....	Once a week; mode not specified.	51	400 00
3016. From West Chester to Wilmington, Pa.	Davis & McMichael	Three times a week, in two-horse coaches.	19	245 00
8185 From St. Francisville to Red River Landing, La.	E. Leet.....	Three times a week; mode not specified.	45	1,000 00
6534. From Savannah to Blackshear, Ga.	Savannah, Albany, and Gulf Railroad Company.	Daily, by railroad.	87½	4,375 00
12634. From Shiawassee-town to Lapeer, Mich.	N. Gee.....	Once a week; mode not specified.	46	165 00
11559. From Channahon to Oswego, Ill.	W. S. Jones.....	Twice a week; mode not specified.	29	437 00
11676. From Rushville to Burlington, Ill.	S. J. Hopper.....	Once a week to Macomb, three times a week residue of route; mode not specified.	69	1,186 00
7577. From Liberty to Magnolia, Miss.	S. Smith.....	Six times a week; mode not specified.	22½	1,200 00
10410. From Jefferson City to Booneville, Mo.	Moore & Walker..	Daily, with certainty, celerity, and security.	46	5,350 00
10502. From Milan to Hartford, Mo.	H. D. Marshall...	Once a week; mode not specified.	26	177 00
10519. From Kingston to Albany, Mo.	J. Lainhart.....	-----do-----	58	289 00
10559. From Russellville to Pleasant Mount, Mo.	J. J. Brown.....	Twice a week; mode not specified.	14	174 00
10570. From Georgetown to Lexington, Mo.	J. F. Neill.....	Three times a week, with certainty, celerity, and security.	51	1,690 00
10573. From Warrensburg to Butler, Mo.	J. M. Bratton....	Once a week; mode not specified.	52	399 00
10574. From Cole Camp to Butler, Mo.	W. P. Redford...	-----do-----	72	394 00
10577. From Fairview to Wall's Store, Mo.	J. M. Pemberton..	-----do-----	17	130 00
10591. From Linn Creek to Forsyth, Mo.	T. Merritt.....	-----do-----	124½	440 00
10621. From Washburne's Prairie, Mo., to Huntsville, Ark.	J. J. Driskell....	-----do-----	45	226 00
10625 From Springfield to St. Leger, Mo.	A. J. & W. G. Burden.	Twice a week; mode not specified.	108	800 00
10632 From Springfield to Galena, Mo.	A. J. & W. G. Burden.	Once a week; mode not specified.	35	197 00
10674. From Prairie du Rocher to St. Genevieve, Mo.	B. C. Amoreaux..	Six times a week; mode not specified.	10	777 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
May 25, 1859	Contractors abandoned the service.	\$738 00	May 11, 1859	Contract ordered with G. W. Hoyle. See land and water mails, May 25, 1859.
May 27, 1859	Service discontinued.....	400 00	May 31, 1859	
-----do-----	-----do-----	245 00	June 2, 1859	
-----do-----	-----do-----	1,000 00	June 30, 1859	
-----do-----	Sunday trip discontinued.	625 00	June 12, 1859	
-----do-----	Route to end at Richfield.	15 00	June 10, 1859	
-----do-----	Order of Sept. 23, 1858, to extend route to Chanahan rescinded.	67 00	-----	Never went into effect.
May 28, 1859	Contractor abandoned the service.	1,186 00	June 1, 1859	Contract ordered with J. S. Penny. See land and water mails, May 28, 1859.
-----do-----	Service discontinued.....	1,200 00	June 30, 1859	
-----do-----	Four of the weekly trips discontinued.	2,675 00	-----do-----	
-----do-----	Service discontinued.....	177 00	-----do-----	
-----do-----	-----do-----	289 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	87 00	-----do-----	
-----do-----	Two of the weekly trips discontinued.	1,126 00	-----do-----	
-----do-----	Service discontinued.....	399 00	-----do-----	
-----do-----	-----do-----	394 00	-----do-----	
-----do-----	-----do-----	130 00	-----do-----	
May 30, 1859	Route to commence at Lebanon, saving 28 miles.	98 00	-----do-----	
-----do-----	Service discontinued.....	226 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	400 00	-----do-----	
-----do-----	Service discontinued.....	197 00	-----do-----	
-----do-----	-----do-----	777 00	-----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
10683. From Cape Girardeau to Bloomfield, Mo.	S. G. Kitchen....	Once a week; mode not specified.	47	\$285 00
1040. From Poughkeepsie to Bloomingburg, N. Y.	C. Hasbrouck	Six times a week to New Paltz, three times a week residue of route; mode not specified.	37½	793 00
1043. From Poughkeepsie to South Dover, N. Y.	S. G. Haviland....	Twice a week; mode not specified.	23	210 00
1251. From Auburn to Montezuma, N. Y.	H. Stokes	Six times a week, in two-horse coaches.	11	490 00
8520. From Hempstead to Sugar Land, Texas.	H. C. Haltze.....	Once a week; mode not specified.	60	600 00
8602. From Matagorda to Brazoria, Texas.	J. T. Chambers....	Three times a week; mode not specified.	45	1,400 00
8700. From Tyler to James-town, Texas	J. M. Rush	Once a week; mode not specified.	20	104 00
8718. From Marshall to Benton, Texas.	S. J. Benton	-----do-----	20	200 00
7403. From Vicksburg to Deer Creek, Miss.	T. K. Knowland..	-----do-----	90	1,256 00
1085. From Troy to Hoosick, N. Y.	Harring & Norton.	Twice a week, in two-horse coaches.	23	280 00
1245. From Fulton to Hannibal Centre, N. Y.	M. Cox.....	Six times a week, with certainty, celerity, and security.	12	219 00
1282. From Leroy to Warsaw, New York.	Crocker & Gillett.	Three times a week, in a one-horse carriage.	20	348 00
10190. From Dyersburg to Trenton, Tenn.	J. H. Graham....	Three times a week; mode not specified.	30	624 00
10192. From Trenton to Hickman, Tenn.	B. Searcy.....	-----do-----	56	1,000 00
9659. From Russellville to Hartford, Ky.	J. S. Coleman....	Once a week; mode not specified.	49	357 00
12547. From Eaton Rapids to Marshall, Mich.	C. C. Champlin...	Once a week, on horseback.	37	190 00
12601. From Grand Rapids to Greenville, Mich.	M. D. Worden....	Three times a week, in two-horse coaches.	38	538 00
12609. From Lowell to Otisco, Mich.	A. Cross.....	Twice a week, on horseback.	21	149 00
12607. From Lansing to Bellevue, Mich.	Olmstead & Holland.	Three times a week, with certainty, celerity, and security.	35	469 00
12618. From Lansing to Hastings, Mich.	J. A. Rich.....	Twice a week, on horseback.	40	450 00
12620. From Lansing to Sebawa, Mich.	A. Smith.....	Twice a week, in two-horse coaches.	25	217 00
12621. From Lansing to Lyons, Mich.	R. D. Curtis.....	Three times a week, on horseback.	33	390 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
May 30, 1859	Service discontinued.	\$285 00	June 30, 1859	
May 31, 1859	Service on that part of route to New Paltz reduced to three times a week, and to twice a week on the residue of the route.	317 00	June 4, 1859	
-----do-----	One of the weekly trips discontinued.	100 00	June 7, 1859	
-----do-----	Three of the weekly trips discontinued.	245 00	June 1, 1859	
-----do-----	Service discontinued.	600 00	June 30, 1859	
-----do-----	-----do-----	1,400 00	-----do-----	
-----do-----	-----do-----	104 00	-----do-----	
-----do-----	-----do-----	200 00	-----do-----	
-----do-----	-----do-----	1,256 00	-----do-----	
June 1, 1859	Route to end at Potter's Hill, saving 5 miles.	60 00	-----do-----	Date of curtailment not reported.
-----do-----	Route to end at Hannibal, saving 3½ miles.	64 00	June 6, 1859	
-----do-----	Service discontinued.	348 00	June 4, 1859	
-----do-----	-----do-----	624 00	June 30, 1859	
-----do-----	Route to commence at Troy Station, saving 30 miles.	535 00	-----do-----	
-----do-----	Supply of Elm Grove omitted, saving one mile.	7 00	July 1, 1859	Office discontinued.
-----do-----	Route to end at Springport, saving 26½ miles.	136 00	June 15, 1859	
-----do-----	One of the weekly trips discontinued.	179 00	May 15, 1859	
-----do-----	-----do-----	59 00	-----do-----	
-----do-----	Two of the weekly trips discontinued.	160 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	225 00	-----do-----	
-----do-----	-----do-----	108 00	-----do-----	
-----do-----	-----do-----	130 00	-----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
12623. From West River to Lansing, Mich.	Humphrey & Hibbard.	Three times a week, in two-horse coaches.	28	\$774 00
12627. From De Witt to Shiawassee town, Mich.	J. C. Rockafellow.	Three times a week, on horseback.	30	390 00
12630. From Owasso to Woodhull, Mich.	J. Stevenson.....	Twice a week, on horseback.	20	200 00
12632. From Corunna to Chesaning, Mich.	J. B. Griswold.....	do.....	15	130 00
12638. From Pinckney to White Oak, Mich.	L. Annis.....	Once a week, on horse back.	14	99 00
12639. From Holly's Mills to White Lake, Mich.	D. Hubbard.....	Twice a week, with certainty, celerity, and security.	9	125 00
12644. From Pontiac to Howell, Mich.	do.....	Three times a week, in two-horse carriages.	44	600 00
12651. From Royal Oak to Dryden, Mich.	J. L. White.....	Three times a week, with certainty, celerity, and security.	38	475 00
12653. From Lakeville to Richmond, Mich.	F. Hagerman.....	Twice a week, on horseback.	26	227 00
12656. From New Haven to Port Huron, Mich.	J. Tompkins.....	Three times a week, with certainty, celerity, and security.	38	512 00
11542. From Sycamore to Cherry Valley, Ill.	Waterman & Chesbro.	Twice a week, on horse	29½	393 00
11544. From Rockford to Lane Depot, Ill.	S. L. Mallory....	Three times a week, in two-horse coaches.	30	770 00
11547. From Byron to Rockford, Ill.	A. Spoor.....	Twice a week, on horse.	20	395 00
11550. From Aurora to Elgin, Ill.	W. S. Shaw.....	Three times a week, with certainty, celerity, and security.	22½	500 00
11553. From Cottage Hill to Aurora, Ill.	T. A. Brookins ...	Twice a week; mode not specified.	30	400 00
11557. From New Bremen to Gooding's Grove, Ill.	G. Voigtman.....	Twice a week, on horseback.	30	290 00
11563. From Ottawa to Asbury, Ill.	W. F. Lutzens....	Twice a week, with certainty, celerity, and security.	24½	540 00
11564. From Ottawa to Lisbon, Ill.	do.....	do.....	22½	440 00
11565. From Ottawa to Tonica Station, Ill.	J. B. Bowen.....	Three times a week, with certainty, celerity, and security.	19	570 00
11566. From Kankakee Depot to Chelsea, Ill.	W. N. Dusenberry.	Twice a week, with certainty, celerity, and security.	38	450 00
11567. From Kankakee Depot to Wilmington, Ill.	J. F. Donovan....	Three times a week, in two-horse hacks.	23	448 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 1, 1859	One of the weekly trips discontinued.	\$258 00	May 15, 1859	
-----do-----	-----do-----	130 00	-----do-----	
-----do-----	-----do-----	100 00	June 15, 1859	
-----do-----	-----do-----	60 00	-----do-----	
-----do-----	Service discontinued.	99 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	62 00	--- do-----	
-----do-----	Service between Milford and Howell, 25 miles, reduced to twice a week.	114 00	-----do-----	
-----do-----	Service between Rochester and Dryden, 24 miles, reduced to twice a week.	100 00	-----do-----	
-----do-----	Service between Lakeville and Armada, 17 miles, reduced to once a week.	170 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	170 00	-----do-----	
-----do-----	-----do-----	196 00	May 20, 1859	
-----do-----	-----do-----	257 00	-----do-----	
-----do-----	-----do-----	197 00	-----do-----	
-----do-----	Service discontinued.	500 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	200 00	-----do-----	
-----do-----	-----do-----	145 00	-----do-----	
-----do-----	-----do-----	270 00	-----do-----	
-----do-----	-----do-----	220 00	-----do-----	
-----do-----	-----do-----	190 00	May 25, 1859	
-----do-----	-----do-----	225 00	-----do-----	
-----do-----	-----do-----	149 00	-----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
11570. From Kankakee Depot to Iroquois, Ill.	E. D. Clarke.....	Twice a week, in two-horse wagons.	30	\$455 00
11588. From Mattoon to Decatur, Ill.	M. Wright.....	Three times a week, with certainty, celerity, and security.	46	1,244 00
11590. From Dudley to Tuscola, Ill.	J. Warner.....	Once a week, with certainty, celerity, and security.	36	312 00
11593. From Vincennes to Paris, Ill.	J. N. Eastham.....	Three times a week, in two-horse coaches.	78	1,450 00
11594. From Vincennes to Shawneetown, Ill.	-----do-----	-----do-----	105	2,000 00
11601. From Terre Haute to Vandalia, Ill.	King & Coughenour.....	-----do-----	95½	4,000 00
11603. From Laclede to Flora, Ill.	J. L. Apperson...	Twice a week, on horseback.	21	399 00
11615. From Mt. Carmel to Fairfield, Ill.	W. A. Montgomery	Three times a week, on horseback.	39	625 00
11631. From Shawneetown to Tamaroa, Ill.	A. D. Hay.....	Three times a week, in two-horse coaches.	74	1,600 00
11633. From Shawneetown to Golconda, Ill.	A. & J. Dewitt....	Three times a week, on horseback.	39	784 00
11642. From Elizabethtown to Cave in Rock, Ill.	J. Mitchell.....	Twice a week, on horseback.	8	150 00
11643. From Golconda to Vienna, Ill.	T. Boswell.....	-----do-----	28	424 00
11648. From Caledonia to Thebes, Ill.	J. Tucker.....	Three times a week, with certainty, celerity, and security.	29	700 00
11641. From Barry to Pleasant Vale, Ill.	W. T. Crump.....	Twice a week, on horseback.	7	145 00
11665. From Petersburg to Lincoln, Ill.	A. M. Houghey....	-----do-----	33	500 00
11672. From Rushville to Augusta, Ill.	Hodges & Howell.	Three times a week, on horseback.	26	780 00
11674. From Rushville to Lewistown, Ill.	M. O. Walker.....	Twice a week, with certainty, celerity, and security.	35	598 00
11686. From Sparta to Waterloo, Ill.	W. McCormick....	Once a week, on horseback.	36½	300 00
11695. From Edwardsville to Litchfield, Ill.	S. V. Rosenberry..	Once a week; mode not specified.	34	300 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 1, 1859	One of the weekly trips discontinued.	\$227 00	June 10, 1859	
-----do-----	Service between Sullivan and Decatur, 28 miles, reduced to once a week.	540 00	-----do-----	
-----do-----	Route to commence at Oakland, saving 13 miles.	123 00	-----do-----	
-----do-----	Service between Vincennes and Marshall, 59 miles, reduced to twice a week.	370 00	-----do-----	
-----do-----	Service between Mt. Carmel and Shawneetown, 81 miles, reduced to twice a week.	514 00	-----do-----	
-----do-----	Service between Marshall and Vandalia, 79½ miles, reduced to twice a week.	1,109 00	June 1, 1859	
-----do-----	One of the weekly trips discontinued.	198 00	-----do-----	
-----do-----	-----do-----	208 00	-----do-----	
-----do-----	Service between Shawneetown and Benton, 53 miles, reduced to twice a week.	381 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	261 00	-----do-----	
-----do-----	Service discontinued.	150 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	212 00	June 10, 1859	
-----do-----	-----do-----	233 00	-----do-----	
-----do-----	Service discontinued.	145 00	June 1, 1859	
-----do-----	Service between Petersburg and Midletown, 18 miles, reduced to once a week.	136 00	June 10, 1859	
-----do-----	One of the weekly trips discontinued.	260 00	-----do-----	
-----do-----	-----do-----	299 00	-----do-----	
-----do-----	Service discontinued.	300 00	May 15, 1859	
-----do-----	-----do-----	300 00	May 25, 1859	

Termini of route.	Contractor's name	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
11696. From Edwardsville to Carlyle, Ill.	T. Hendricks.....	Three times a week, with certainty, celerity, and security.	44	\$900 00
11705. From Brighton to Jacksonville, Ill.	J. Linder.....	Twice a week, in two-horse coaches.	59	825 00
11720. From Carthage to Menden, Ill.	G. C. Bean.....	Twice a week, on horseback.	27	397 00
11721. From Quincy to Payson, Ill.	J. G. Chowning ..	Six times a week, in two-horse coaches.	11	626 00
11726. From Carthage to La Harpe, Ill.	A. Mathews	Twice a week, mode not specified.	22½	299 00
11730. From Macomb to Lewistown, Ill.	J. S. Penny	Twice a week, in a two-horse wagon.	33	547 00
11732. From Lewistown to Avon, Ill.	S. W. Horton.....	Three times a week, in two-horse coaches.	30	600 00
11734. From Avon to Monmouth, Ill.	M. O. Walker.....	Three times a week, in two-horse stages.	30	994 00
11735. From Pekin to Atlanta, Ill.	J. Warner	Twice a week, with certainty, celerity, and security.	35	598 00
11736. From Atlanta to Pekin, Ill.	P. E. Davis.....	Three times a week, with certainty, celerity, and security.	39	999 00
11738. From Peoria to Spring Bay, Ill.	M. Hasbouck	-----do-----	12	348 00
11740. From Morton to Havana, Ill.	C. Merkle	Three times a week, on horseback.	40	1,380 00
11743. From Washington to Delavan, Ill.	A. Nagley	Twice a week, on horseback.	28	587 00
11745. From Metamora to Tonica Station, Ill.	G. J. Taggart	Twice a week, in a two-horse wagon.	32	650 00
11748. From Farmington to Peoria, Ill.	K. D. Earl	Three times a week, with certainty, celerity, and security.	28	736 00
11766. From Camden Mills to Muscatine, Ill.	J. L. Oharer	Twice a week, with certainty, celerity, and security.	35	550 00
11768. From Kewanee to Fulton, Ill.	F. A. Squires	Three times a week, with certainty, celerity, and security.	70	1,200 00
11769. From Rock Island to Centre Point, Ill.	N. D. Belden	Twice a week, in two-horse carriages.	40	750 00
11770. From Rock Island to Cambridge, Ill.	F. Dock	Twice a week, on horseback.	30	374 00
11775. From Mt. Carmel to Union Grove, Ill.	J. F. Chapman	Twice a week, in two-horse coaches.	25	750 00
11778. From Polo to Galena, Ill.	-----do-----	Three times a week, in two-horse coaches.	62	1,808 00
11780. From Freeport to Derinda, Ill.	G. H. Hall.....	Twice a week, on horseback.	33	450 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 1, 1859	One of the weekly trips discontinued.	\$300 00	June 10, 1859	
-----do-----	Route to end at Greenfield, saving 29 miles.	405 00	June 1, 1859	
-----do-----	One of the weekly trips discontinued.	198 00	May 10, 1859	
-----do-----	Three of the weekly trips discontinued.	313 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	149 00	-----do-----	
-----do-----	-----do-----	273 00	-----do-----	
-----do-----	-----do-----	200 00	-----do-----	
-----do-----	-----do-----	331 00	-----do-----	
-----do-----	-----do-----	299 00	-----do-----	
-----do-----	-----do-----	333 00	-----do-----	
-----do-----	-----do-----	116 00	-----do-----	
-----do-----	-----do-----	460 00	-----do-----	
-----do-----	-----do-----	293 00	-----do-----	
-----do-----	-----do-----	325 00	-----do-----	
-----do-----	-----do-----	245 00	-----do-----	
-----do-----	-----do-----	275 00	-----do-----	
-----do-----	Service between Genesee and Fulton reduced to twice a week.	216 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	375 00	May 15, 1859	
-----do-----	-----do-----	187 00	-----do-----	
-----do-----	-----do-----	375 00	-----do-----	
-----do-----	Two of the weekly trips discontinued.	1,205 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	225 00	-----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles</i>	
11781. From Freeport to Monroe, Ill.	G. H. Hall -----	Twice a week, on horse-back.	22	\$410 00
11783. From Lena to Apple River, Ill.	D. E. Kelley -----	-----do-----	25	295 00
11787. From Courtland Station to Somonock, Ill.	C. Scott -----	Twice a week, in a one-horse coach.	21	480 48
11789. From Lebanon to Red Bud, Ill.	H. D. Smith -----	Three times a week, in two-horse coaches.	35	1,175 00
15006. From Mound City to West Point, Kansas.	L. Delay -----	Twice a week; mode not specified.	24	449 00
15016. From Osawattomie to Walker, Kansas.	J. R. Everett ----	Once a week; mode not specified.	17	99 00
15025. From Paola to Mound City, Kansas.	C. Shaw -----	-----do-----	41	250 00
15032. From Topeka to Council Grove, Kansas.	T. W. Maires ----	Once a week, with certainty, celerity, and security.	90	600 00
15035. From Tecumseh to Sac and Fox Agency, K. T.	-----do-----	Once a week; mode not specified.	90	450 00
15036. From Tecumseh to Richardson, Kansas.	H. Smith -----	-----do-----	24	257 00
15068. From Lawrence to Sumner, Kansas.	J. Yelton -----	Once a week, with certainty, celerity, and security.	50	600 00
15069. From Topeka to Sumner, Kansas	T. W. Maires ----	Once a week; mode not specified.	60	650 00
8533. From Hallettsville to Petersburg, Texas.	J. B. Brantley ----	-----do-----	20	138 00
8617. From Orange to Sabine City, Texas.	F. C. Howith ----	-----do-----	40	600 00
8684. From Rusk to Larissa, Texas.	A. Jones -----	-----do-----	23	180 00
8694. From Alma to Sugar Hill, Texas.	B. Boggess -----	-----do-----	20	175 00
8718. From Marshall to Benton, Texas.	S. J. Benton -----	-----do-----	18	200 00
1094. From Cambridge Station to Fort Edward, N. Y.	G. E. Vandercook.	Three times a week, in four-horse coaches, to Greenwich; in two-horse coaches residue of route.	25½	374 00
1004. From New York to Manhasset, N. Y.	C. H. Cornell ----	Six times a week, in steamboats and two-horse stages.	18	300 00
1012. From Hicksville to Oyster Bay, N. Y.	R. W. Smith -----	Six times a week, with certainty, celerity, and security.	8	399 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 1, 1859	One of the weekly trips discontinued.	\$205 00	May 15, 1859	
do	do	147 00	do	
do	do	240 24	do	
do	do	391 00	do	
June 3, 1859	Route to commence at Paris, saving 7 miles.	131 00	June 30, 1859	
do	Service discontinued.	99 00	do	
do	do	250 00	do	
do	do	600 00	do	
do	do	450 00	do	
do	do	257 00	do	
do	do	600 00	do	
do	do	650 00	do	
do	do	138 00	do	
do	do	600 00	do	
do	do	180 00	do	
do	do	175 00	do	
do	do	200 00	do	
June 4, 1859	Route to commence at Greenwich, saving 8 miles and \$127 per annum, and three additional weekly trips to be run on the six miles beyond Argyle, at \$90 additional per annum.	27 00	June 7, 1859	
June 6, 1859	Three of the weekly trips discontinued.	150 00	June 1, 1859	
do	do	199 00	do	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
1013. From Farmingdale Depot to Jerusalem South, N. Y.	G. C. Vandewater.	Six times a week, in two-horse coaches, with certainty, celerity, and security.	9	\$350 00
1014. From Deer Park to Commack, N. Y.	A. C. Vail.....	Six times a week, in two-horse stages.	13	145 00
1018. From Waverly Station to Miller's Place, N. Y.	R. W. Smith.....	Six times a week to Port Jefferson, twice a week residue, with certainty, celerity, and security.	15	600 00
1023. From Greenport to South Hampton, N. Y.	E. V. Homan	Six times a week in stages and steamboats.	24	1,800 00
1031. From Peekskill to Croton Falls, N. Y.	J. Hopps.....	Three times a week in two-horse coaches.	16	250 00
1034. From Newburg to New Paltz, N. Y.	J. Ferden	Three times a week in a one-horse wagon.	23	399 00
1035. From Newburg to Bloomingburg, N. Y.	J. Terwilliger	Six times a week in two-horse carriages.	24	1,000 00
1036. From Newburg to Ellenville, N. Y.	J. Whited	Six times a week in four-horse coaches.	34	1,074 00
1037. From Walden to New Hurley, N. Y.	D. Forbush.....	Three times a week; mode not specified.	8	195 00
1038. From Fishkill Landing to Stormville, N. Y.	N. Baxter	Twelve times a week to Fishkill, six times a week residue of route, in two-horse coaches.	15	440 00
1041. From Poughkeepsie to Pawlings, N. Y.	W. M. Weight. ..	Three times a week, with certainty, celerity and security.	23	285 00
1042. From Poughkeepsie to Patterson, N. Y.	J. Stone.....	Three times a week, in two-horse coaches.	27	386 00
1051. From Rondout to Delhi, N. Y.	G. T. Von Beck ..	Six times a week, with certainty, celerity, and security.	70	2,187 00
1052. From Kingston to New Paltz Landing, N. Y.	J. G. Elmore.....	Six times a week to Esopus, three times a week residue of route, in wagons.	20	550 00
1054. From Barrytown to Pine Plains, N. Y.	D. H. Shafer.....	Six times a week, in a two-horse conveyance.	18	600 00
1056. From Saugerties to Glasco, N. Y.	C. F. Sudderly...	Six times a week, in a one-horse wagon.	3	148 00
1057. From Tivoli to Clermont, N. Y.	J. H. Moore	Six times a week, in a one-horse conveyance.	11	406 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 4, 1859	Three of the weekly trips discontinued.	\$175 00	June 1, 1859	
-----do-----	-----do-----	45 00	-----do-----	
-----do-----	Three of the weekly trips on the 10 miles to Port Jefferson discontinued.	126 00	-----do-----	
-----do-----	Three of the weekly trips on the part of route beyond Sag Harbor discontinued.	428 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	83 00	-----do-----	
-----do-----	-----do-----	133 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	300 00	-----do-----	
-----do-----	-----do-----	537 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	65 00	-----do-----	
-----do-----	Three of the weekly trips on the part beyond Fisk-kill discontinued.	100 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	95 00	-----do-----	
-----do-----	-----do-----	128 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	547 00	-----do-----	
-----do-----	Three of the weekly trips to Esopus discontinued.	180 00	-----do-----	
-----do-----	Three of the weekly trips on the part of route beyond Red Hook discontinued.	200 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	48 00	-----do-----	
-----do-----	-----do-----	203 00	-----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
1059. From Catskill to Delhi, N. Y.	J. S. Houghtaling.	Six times a week, in a two-horse conveyance.	70	\$1,942 00
1065. From Hillsdale to Great Barrington, N. Y., with branch.	W. Shafer	Six times a week, with certainty, celerity, and security.	13	370 00
1067. From Hudson to Ancram Lead Mines, N. Y.	C. H. Miller	Twice a week, in wagons.	28	234 00
1069. From East Chatham to Malden Bridge, N. Y.	H. W. Rider	Six times a week, in wagons and sleighs.	5	340 00
1070. From Chatham Four Corners to Green River, N. Y.	T. Hatch	Six times a week, in a one-horse wagon.	11	325 00
1072. From West Sand Lake to Moffet's Store, N. Y.	W. Griggs	Three times a week, with certainty, celerity, and security.	16	225 00
1076. From Albany to New Baltimore, N. Y.	L. Crandall	Six times a week, in steamboats and two-horse coaches.	15	485 00
1078. From Albany to Gallopville, N. Y.	O. Root	Twice a week, with certainty, celerity, and security.	31	370 00
1079. From Albany to Richmondville, N. Y.	Halstead & Root..	Six times a week, in four-horse coaches.	48	1,880 00
1080. From Albany to Rensselaerville, N. Y.	J. McDonald	Three times a week, in four-horse coaches.	30	800 00
1085. From Troy to Hoosick, N. Y.	Harrington & Norton.	Three times a week, in two-horse coaches.	23	420 00
1086. From Troy to Petersburg, N. Y.	A. M. Breer	-----do-----	21	250 00
1087. From Troy to Pittsfield, N. Y.	N. Upham	Six times a week to Sand Lake, three times a week residue of route, in two horse wagons	40	800 00
1089. From Waterford to Jonesville, N. Y.	A. Smith	Six times a week in a two-horse conveyance.	13	297 00
1090. From Mechanicsville to Fort Edward, N. Y.	J. D. Smith	Six times a week, in two and four-horse coaches.	29	763 00
1094. From Cambridge Station to Fort Edward, N. Y.	G. E. Vandercook.	-----do-----	26	748 00
1095. From Salem to Greenwich, N. Y.	-----do-----	Three times a week, in two-horse coaches.	12	298 00
1098. From Saratoga Springs to Luzerne, N. J.	Rockwell & Leavens	Six times a week, in two-horse coaches.	20	495 00
1100. From Fort Edward to Schoon Lake, N. Y.	Starbuck & Sandford.	Six times a week, in two and four-horse coaches.	46	800 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 6, 1859	Three of the weekly trips discontinued.	\$971 00	June 1, 1859	
-----do-----	Three of the weekly trips discontinued.	185 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	100 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	170 00	-----do-----	
-----do-----	-----do-----	100 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	75 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	185 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	185 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	940 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	266 00	-----do-----	
-----do-----	-----do-----	140 00	-----do-----	
-----do-----	-----do-----	83 00	-----do-----	
-----do-----	Three of the trips to Sand Lake discontinued.	184 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	148 00	-----do-----	
-----do-----	Three of the weekly trips on the part of route beyond Schuylersville discontinued.	170 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	374 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	99 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	195 00	-----do-----	
-----do-----	Three of the weekly trips on the part beyond Glenn's Falls discontinued.	300 00	-----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
1111. From Port Henry, N. Y., to Vergennes, Vt.	A. D. Cheney.....	Three times a week, in two-horse wagons.	16	\$279 00
1121. From Plattsburgh to Redford, N. Y.	O. Town.....	Six times a week, with certainty, celerity, and security.	21	600 00
1129. From North Lawrence to Hopkinton, N. Y.	W. Ellis.....	Six times a week, in two-horse carriages.	11	374 00
1132. From Potsdam to Colton, N. Y.	J. Mott.....	Six times a week, with certainty, celerity, and security.	10	193 00
1137. From Canton to Gouverneur, N. Y.	C. D. Smith	Three times a week, in a one-horse wagon.	43	500 00
1140. From Hewelton to Macomb, N. Y.	M. V. B. Houghton	Twice a week; mode not specified.	20	200 00
1142. From Evans's Mills to Alexandria, N. Y.	Merriam & Smith..	Six times a week, in two-horse coaches.	26	600 00
1143. From Keene's Station to Ogdensburgh, N. Y.	A. H. Woolley ...	Six times a week, in two-horse coaches or wagons.	40	990 00
1144. From Carthage to Edwards, N. Y.	P. Kirby	Twice a week, in a two-horse buggy.	40	519 00
1145. From Carthage to North Wilna, N. Y.	S. Lewis.....	Twice a week, with certainty, celerity, and security.	9	156 00
1150. From Watertown to Boonville, N. Y.	E. Merriam & Co..	Six times a week, in two and four-horse coaches.	58	2,250 00
1154. From Pierrepont Manor to Rural Hill, N. Y.	N. W. Hibbard....	Six times a week, with certainty, celerity, and security.	10	219 00
1155. From Adams to Copenhagen, N. Y.	W. Gaines.....	Six times a week in a one-horse carriage.	20	550 00
1167. From Cobleskill to Roseboom, N. Y.	O. Root	Three times a week, with certainty, celerity, and security.	19	374 00
1168. From Richmondville to Oneonta, N. Y.	do.....	Six times a week, in two-horse stages.	32	1,230 00
1170. From Amsterdam to Northville, N. Y.	J. V. Marceles ...	Six times a week, in two and four-horse coaches.	26	544 00
1171. From Amsterdam to Barkersville, N. Y.	J. Gibson.....	Six times a week to Galway, three times a week residue of route, in two-horse coaches.	17	295 00

Continued.

Date of order of curtailment of service	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 6, 1859	Route to commence at Chimney Point, and service reduced to once a week.	\$197 00	June 1, 1859	
-----do-----	Three of the weekly trips discontinued.	300 00	-----do-----	
-----do-----	Three of the weekly trips on the part of route beyond Lawrenceville discontinued.	100 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	96 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	166 00	-----do-----	
-----do-----	-----do-----	100 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	300 00	-----do-----	
-----do-----	-----do-----	445 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	259 00	-----do-----	
-----do-----	-----do-----	78 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	1,125 00	-----do-----	
-----do-----	-----do-----	109 00	-----do-----	
-----do-----	-----do-----	275 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	124 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	350 00	-----do-----	
-----do-----	-----do-----	272 00	-----do-----	
-----do-----	Service to Galway reduced to three times a week, and residue of route to twice a week.	135 00	-----do-----	

Termini of route.	Contractor's name	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
1179. From Canajoharie to Gardnersville, N. Y.	O. Root	Three times a week, with certainty, celerity, and security.	17	\$290 00
1185. From Richfield Centre to Cedarville, N. Y.	W. Otterbin	Three times a week, in a one-horse conveyance.	15	242 00
1190. From St. Johnsville to Whitesburg, N. Y.	E. G. Storms	Twice a week, in a one-horse carriage.	16	312 00
1192. From Little Falls to Stratford, N. Y.	J. Petrie	Six times a week, in a four-horse conveyance.	16	400 00
1195. From Little Falls to Gray, N. Y.	G. Case	Six times a week to Salisbury, three times a week residue of route, in two-horse stages.	20	337 50
1196. From Herkimer to Cooperstown, N. Y.	J. Bailey	Six times a week to Richfield Springs, three times a week residue of route, in two-horse coaches.	32	750 00
1197. From Ilion to West Winfield, N. Y.	P. Gates	Six times a week ; mode not specified.	14	425 00
1203. From Utica to Oneonta, N. Y.	J. V. P. Gardner ..	Twelve times a week to Bridgewater, six times a week, residue of route, in two and four-horse coaches.	12	2,985 00
1204. From Utica to Smyrna, N. Y.	W. C. Benjamin ..	Six times a week, in two-horse coaches.	39	1,697 00
1206. From Utica to Vernon, N. Y.	C. O. Allen	do.....	17	600 00
1208. From Hamilton to Pitcher, N. Y.	N. F. Smith	Six times a week, in a one-horse buggy.	33	798 00
1211. From Rome to Constableville, N. Y.	M. L. Kinyon	Three times a week, in two-horse coaches.	26	580 00
1212. From Rome to Booneville, N. Y.	do.....	do.....	24	480 00
1213. From Rome to Hamilton, N. Y.	J. J. Knox	Six times a week, in two and four-horse coaches.	32	640 00
1214. From McConnellsville to Constantine, N. Y.	W. L. & J. E. Sanders.	Six times a week, in two-horse coaches.	26	417 00
1217. From Oneida to Hamilton, N. Y.	S. Gardner	do.....	21	498 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 6, 1859	One of the weekly trips discontinued.	\$96 00	June 1, 1859	
-----do-----	-----do-----	80 00	-----do-----	
-----do-----	-----do-----	156 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	200 00	-----do-----	
-----do-----	Three of the weekly trips to Salisbury discontin'd, and residue of route reduced to twice a week.	140 00	-----do-----	
-----do-----	One of the weekly trips on the part of route beyond Richfield Springs discontinued.	77 00	-----do-----	
-----do-----	Three of the weekly trips on residue of route discontinued from October 1 to June 1.	173 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	125 00	-----do-----	
-----do-----	That part of route to Bridgewater reduced to six times a week ----- and residue of route to three times a week -----	350 00	-----do-----	
-----do-----	Service beyond Waterville reduced to three times a week.	900 00	-----do-----	
-----do-----	Service discontinued.	500 00	-----do-----	
-----do-----	Service discontinued.	600 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	399 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	193 00	-----do-----	
-----do-----	-----do-----	160 00	-----do-----	
-----do-----	Service discontinued.	640 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	208 00	-----do-----	
-----do-----	-----do-----	249 00	-----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
1222. From Manlius Station to Manlius, N. Y.	H. D. Jane -----	Twelve times a week, in stages.	5	\$290 00
1231. From Syracuse to Van Buren, N. Y.	Z. Ryder -----	Six times a week to Belle Isle; three times a week residue of route, in a one-horse buggy.	11	300 00
1232. From Syracuse to Bridgeport, N. Y.	W. Dennis -----	Six times a week, in two-horse coaches.	13	340 00
1237. From Marcellus Depot to Homer.	R. D. & H. Cornell	Six times a week, in two-horse carriages.	30	444 00
1248. From Oswego to Wolcott, N. Y.	L. L. Kinyon -----	Three times a week, in two-horse coaches	25	294 00
1249. From Auburn to Oswego, N. Y.	-----do-----	Six times a week to Port Byron; three times a week residue of route, in two-horse coaches	36	744 00
1251a. From Savannah to South Butler, N. Y.	R. Soule -----	Six times a week; mode not specified.	4	295 00
1252. From Auburn to Homer, N. Y.	E. D. Clapp -----	Six times a week to Monrovia; three times a week residue of route, in two-horse carriages.	38	422 00
1254. From Auburn to South Lansing, N. Y.	D. Cannon -----	Three times a week, in two-horse coaches.	38	750 00
1258. From Geneva to North Cohocton, N. Y.	D. W. Colvin -----	Twelve times a week to Stanley Corners; six times a week residue of route, in two-horse stages.	36	977 00
1260. From Pen Yan to Bath, N. Y.	G. D. Edson -----	Six times a week, in two-horse carriages.	34	900 00
1262. From Pen Yan to Bath, N. Y.	C. D. Champlin -----	-----do-----	30	1,135 00
1263. From Ovid to Shel-drake, N. Y.	J. B. Thomas -----	Six times a week, in two-horse coaches.	7	200 00
1265. From Rose to North Huron, N. Y.	H. Hyde -----	Three times a week, in a one-horse conveyance.	9	300 00
1272. From Canandaigua to Canadice, N. Y.	J. Dailey -----	Three times a week, with certainty, celerity, and security.	21	448 00
1276. From Rochester to Charlotte, N. Y.	B. F. Barney -----	Six times a week in a one-horse buggy.	7	190 00
1277. From Rochester to Webster, N. Y.	J. Daily -----	Six times a week, with certainty, celerity, and security.	11	143 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 6, 1859	Six of the weekly trips discontinued.	\$145 00	June 1, 1859	
-----do-----	Service between Geddes and Belle Isle reduced to three times a week.	75 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	140 00	-----do-----	
-----do-----	Three of the weekly trips on the part of route beyond Marcellus discontinued.	200 00	-----do-----	
-----do-----	Route to commence at Sterling.	141 00	-----do-----	
-----do-----	Three of the weekly trips on part of route to Port Byron discontinued.	110 00	-----do-----	
-----do-----	Two of the weekly trips discontinued.	95 00	-----do-----	
-----do-----	Three of the weekly trips on the part of route to Monrovia discontinued.	148 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	250 00	-----do-----	
-----do-----	Six of the weekly trips between Geneva and Stanley Corners discontinued.	177 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	450 00	-----do-----	
-----do-----	-----do-----	567 00	-----do-----	
-----do-----	Service discontinued.	200 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	100 00	-----do-----	
-----do-----	-----do-----	149 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	95 00	-----do-----	
-----do-----	-----do-----	71 00	-----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
1288. From Perry to East Aurora, N. Y.	S. Hubbard.....	Six times a week to Warsaw, three times a week residue of route, in a one-horse carriage.	43	\$795 00
1289. From Portageville to Oramel, N. Y.	H. J. Ross.....	Six times a week in two-horse carriages.	26	595 00
1290. From Pike to Springville, N. Y.	W. F. Shepard ...	Three times a week, with certainty, celerity, and security.	30	420 00
1294. From Linden to Geneseo, N. Y.	W. E. Kemp.....	Six times a week in two-horse carriages.	22	680 00
1295. From Attica to China, N. Y.	D. Post	Six times a week in two-horse coaches.	27	750 00
1299. From Batavia to Perry, N. Y.	M. Metzger.....	Three times a week, in two-horse carriages.	23	387 00
1301. From Albion to Carlton, N. Y.	J. Griswold.....	Six times a week; mode not specified.	18	375 00
1305. From Lockport to Olcott, N. Y.	C. R. Ferguson...	Six times a week, in two-horse carriages.	12	248 00
1306. From Lockport to Somerset, N. Y.	O. Nye.....	Six times a week, in two-horse coaches.	22	312 00
1311. From Youngstown to Cambria, N. Y.	O. Smith	Three times a week; mode not specified.	14	234 00
1316. From Buffalo to Yorkshire, N. Y.	W. Graham.....	Six times a week to East Aurora, three times a week residue of route, in four-horse coaches	38	700 00
1317. From Buffalo to Ellicottsville, N. Y.	J. H. Metcalf	Six times a week to Springville, three times a week residue, on horse and in two-horse coaches.	57	1,090 00
1318. From Buffalo to Glenwood, N. Y.	Z. Ferris	Six times a week, with certainty, celerity, and security.	25	600 00
1320a. From Langford to Angola, N. Y.	M. Brewer.....	Twice a week; mode not specified.	14	175 00
1323. From Silver Creek to Ellington, N. Y.	B. W. Cotton	Three times a week, in two-horse stages.	30	578 00
1329. From Barcelona to Jamestown, N. Y.	A. Farnsworth...	Six times a week, in two or four-horse coaches	30	600 00
1333. From Fluvana to Stockton, N. Y.	O. Smith.....	Three times a week; mode not specified.	16	298 00
1336. From Jamestown to Cattaraugus, N. Y.	A. Smith.....	Three times a week, in two-horse coaches.	33	694 00
1345. From Belvidere to Nunda, N. Y.	J. R. Marsh.....	Six times a week, with certainty, celerity, and security.	27	784 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 6, 1859	Three of the weekly trips on the part of route to Warsaw discontinued, and service on residue of route reduced to twice a week.	\$366 00	June 1, 1859	
-----do-----	Three of the weekly trips discontinued.	297 00	-----do-----	
-----do-----	Route to end at Yorkshire, saving 12 miles.	168 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	340 00	-----do-----	
-----do-----	-----do-----	375 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	129 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	175 00	-----do-----	
-----do-----	-----do-----	124 00	-----do-----	
-----do-----	-----do-----	156 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	78 00	-----do-----	
-----do-----	Three of the weekly trips on the part of route to East Aurora discontinued.	100 00	-----do-----	
-----do-----	Three of the weekly trips on the part of route to to Springville discontinued.	400 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	250 00	-----do-----	
-----do-----	Service discontinued.	175 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	192 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	300 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	89 00	-----do-----	
-----do-----	-----do-----	231 00	-----do-----	
-----do-----	Three of the weekly trips between Angelica and Nunda discontinued.	284 00	-----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
1346. From Wellsville to Westfield, N. Y.	R. Steadman.....	Four times a week to Whitesville, twice a week residue of route, in two-horse carriages	30	\$423 00
1348. From Hornellsville to Bath, N. Y.	W. C. Bishop.....	Three times a week, in two-horse coaches.	23	620 00
1354. From Canisteo to White's Corners, N. Y.	J. W. Smith.....	Three times a week to Rexville, once a week residue of route on horse, and in a two-horse conveyance.	21	325 00
1364. From Urbanna to Branchport, N. Y.	J. A. Prentiss ---	Three times a week ; mode not specified	15	223 00
1365. From Savona to Rock Stream, N. Y.	B. E. Jones.....	Three times a week, with certainty, celerity, and security.	27	350 00
1376. From Owego to Speedsville, N. Y.	Ross & Williams..	-----do-----	16	372 00
1378. From Owego to North Barton, N. Y.	G. F. Springsteen -	Twice a week ; mode not specified.	18	170 00
1379. From Candor to West Cayuta, N. Y.	E. S. Willett.....	Six times a week to Cayuta, twice a week residue of route in two-horse coaches.	21	344 00
1387. From Ithaca to Havanna, N. Y.	Ross & Williams..	Three times a week, with certainty, celerity, and security.	27	449 00
1388. From Ithaca to Havanna, N. Y.	-----do-----	Twice a week, with certainty, celerity, and security.	26	398 00
1389. From Ithaca to Urbana, N. Y.	R. Lockwood ----	Six times a week to Watkins, three times a week residue of route in two-horse coaches.	44	1,400 00
1392. From Cortlandt Village to Groton, N. Y.	W. C. Watrous ---	Six times a week, in two-horse stages.	12	240 00
1393. From Cortland Village to DeRuyter, N. Y.	H. P. Goodrich ---	Three times a week, in a two-horse conveyance.	23	288 00
1394. From De Ruyter to New Berlin, N. Y.	J. D. Harris.....	Three times a week to Sherburne, six times a week residue of route in a one-horse wagon.	34	545 00
1395. From DeRuyter to Whitney's Point, N. Y.	A. Morgan.....	Three times a week, in two-horse coaches.	32	494 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 6, 1859	Two of the weekly trips to to Whitesville discontinued, and service on residue of route reduced to once a week.	\$211 00	June 1, 1859	
-----do-----	One of the weekly trips discontinued.	206 00	-----do-----	
-----do-----	One trip on the part of route to Rexville discontinued.	93 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	74 00	-----do-----	
-----do-----	-----do-----	116 00	-----do-----	
-----do-----	-----do-----	124 00	-----do-----	
-----do-----	-----do-----	85 00	-----do-----	
-----do-----	Route to end at Spencer	120 00	-----do-----	
-----do-----	Two of the weekly trips, on the part of route beyond Newfield, discontinued.	100 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	199 00	-----do-----	
-----do-----	Three of the weekly trips to Watkins discontinued.	500 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	129 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	96 00	-----do-----	
-----do-----	Three of the weekly trips, on the part of route beyond Sherburne, discontinued.	136 00	-----do-----	
-----do-----	One of the weekly trips, on the part of route to Pitcher, discontinued.	133 00	-----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
1398. From Oxford to Val- lonia Springs, N. Y.	P. W. Clark.....	Three times a week, with certainty, celer- ity, and security.	24	\$428 00
1400. From Bainbridge to Whitney's Point, N. Y.	P. Packard.....	Three times a week, in two-horse coaches.	27	548 00
1406. From Binghamton to Oneonta, N. Y.	do.....	Three times a week to Afton, six times a week residue of route in two-horse coaches	68	894 00
1413. From Walton to But- ternuts, N. Y.	W. Johnson.....	Twice a week; mode not specified.	28	180 00
1415. From Unadilla to Delhi, N. Y.	H. S. Woodruff....	Three times a week, in a two-horse convey- ance.	30	696 00
1420. From Davenport to Stamford, N. Y.	J. Burnet.....	Three times a week, in two-horse carriages.	15	349 00
1432. From Cohecton to Monticello, N. Y.	P. T. Perry.....	Six times a week, in two-horse stages.	20	530 00
1434. From Barrysville to Parksville, N. Y.	E. Hall.....	Three times a week, with certainty, ce- lerity, and security.	44	940 00
1440. From Goshen to Go- shen, N. Y.	T. T. Hetfield....	Three times a week, in a one-horse vehicle.	19	526 00
1442. From Chester to Ami- ty, N. Y.	W. H. Ward.....	Twice a week, in two- horse wagons.	15	175 00
1444. From Lowville to Watertown, N. Y.	O. Bishop.....	Three times a week, on horse and in a two- horse conveyance.	27	325 00
1450. From Havanna to Tru- mansburg, N. Y.	C. H. & H. Lump- kins.	Three times a week, in two-horse carriages.	25	349 00
1464. From Cooperstown to Fort Plain, N. Y.	A. A. Kendall & Co.	do.....	28	500 00
10983. From Dubuque to Decorah, Iowa.	J. Sharpe.....	Three times a week, with certainty, ce- lerity, and security.	106	2,930 00
10082. From Speedwell, Tenn., to Lot, Ky.	A. C. King.....	Once a week; mode not specified.	30	167 00
10211. From Waynesboro' to Waynesboro', Tenn.	C. J. Herrin.....	do.....	54	247 00
10593. From Quincy to Oce- ola, Mo.	W. Foster.....	Six times a week; mode not specified.	18	950 00
10609. From Carthage to Sarcoxié, Mo.	A. J. & W. G. Bur- den.	do.....	16	390 00
10627. From Springfield to Neosho, Mo.	do.....	Six times a week, in two-horse coaches.	70½	1,900 00
10906. From West Point to Big Mound, Iowa.	J. Scott.....	Six times a week, with certainty, celerity, and security.	16	600 00
10411. From Tipton to War- saw, Mo.	H. Crocker.....	Daily, in four-horse coaches.	52	4,186 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 6, 1859	One of the weekly trips discontinued.	\$142 00	June 1, 1859	
-----do-----	-----do-----	182 00	-----do-----	
-----do-----	Three of the weekly trips, on the part of route between Afton, discontinued.	294 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	90 00	-----do-----	
-----do-----	-----do-----	232 00	-----do-----	
-----do-----	-----do-----	116 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	200 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	313 00	-----do-----	
-----do-----	-----do-----	175 50	-----do-----	
-----do-----	-----do-----	87 00	-----do-----	
-----do-----	-----do-----	108 00	-----do-----	
-----do-----	Two of the weekly trips discontinued.	200 00	-----do-----	
-----do-----	Service discontinued.	500 00	-----do-----	
June 7, 1859	Route to end at Elkador, saving 40 miles.	1,149 00	June 30, 1859	
June 8, 1859	Service discontinued.	167 00	June 20, 1859	
-----do-----	Order of March 31, 1859, to supply Little Cypress, rescinded.	12 00		
-----do-----	Three of the weekly trips discontinued.	475 00	June 30, 1859	
-----do-----	-----do-----	170 00	-----do-----	
-----do-----	-----do-----	900 00	-----do-----	
-----do-----	-----do-----	300 00	-----do-----	
-----do-----	Four of the weekly trips discontinued.	2,093 00	-----do-----	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
10582. From Warsaw to Springfield, Mo.	H. Crocker.....	Daily, in four-horse coaches.	82	\$7,800 00
10626. From Springfield, Mo., to Lafayetteville, Ark.	J. H. Hobbs.....	Daily, in two-horse coaches.	113½	5,250 00
1183. From Cherry Valley to Milford, N. Y.	A. H. Watkins....	Six times a week, in two-horse carriages.	18	450 00
1264. From Lyons to Sodus Point, N. Y.	H. Warren.....	Six times a week, with a six times a week branch from South Sodus to Sodus, in two-horse coaches.	14	600 00
1224. From Syracuse to De Ruyter, N. Y.	J. Barney.....	Six times a week; mode not specified.	28	400 00
1231. From Syracuse to Van Buren, N. Y.	Z. Ryder.....	Six times a week to Geddes, three times a week residue of route; mode not specified.	11	225 00
14026. From Nebraska City, Neb. Ter., to Linden, Mo.	H. Nuckolls.....	Once a week; mode not specified.	28	298 00
14029. From Brownsville, Neb. Ter., to Tarkio, Iowa.	D. David.....	Three times a week; mode not specified.	20	640 00
14045. From Council Bluffs to Bellevue, Neb. Ter.	H. D. Hurd.....	Six times a week; mode not specified.	12	890 00
8239. From Grand Gulf, Miss., to Red River Landing, La.	J. H. Gillespie....	Once a week; mode not specified.	103	1,900 00
8241. From Natchez, Miss., to Tooleys, La.	F. L. Campbell....	Twice a week; mode not specified.	50	1,000 00
8245. From Richmond, La., to Grand Gulf, Miss.	J. M. Carter.....	Three times a week; mode not specified.	43	1,776 00
7909. From Fort Smith to Fayetteville, Ark.	T. Walder.....	Daily, in two-horse coaches.	71	6,500 00
11667. From Petersburg to Canton, Ill.	A. Nageley.....	Once a week; mode not specified.	49½	599 00
10933. From Linton to Iowa City, Ia.	E. S. Perkins.....	do.....	51	360 00
9387. From St. Mary's to Fort Wayne, Ohio.	R. M. Leard.....	Three times a week, in four-horse coaches.	58	974 50
15041. From Kansas, Mo., to Lecompton, Kansas Ter.	J. C. Hawkes.....	Once a week; mode not specified.	60	900 00
9538. From Carrollton to Port Royal, Ky.	B. H. Snowden....	Twice a week; mode not specified.	12	156 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 8, 1859	Four of the weekly trips discontinued.	\$3,900 00	June 30, 1859	
-----do-----	-----do-----	2,625 00	-----do-----	
-----do-----	Route to end at Middlefield, saving 9 miles.	225 00	June 1, 1859	
-----do-----	Three of the weekly trips discontinued.	256 00	June 14, 1859	
June 9, 1859	Service discontinued-----	400 00	June 11, 1859	
-----do-----	-----do-----	225 00	-----do-----	
-----do-----	-----do-----	298 00	June 30, 1859	
-----do-----	-----do-----	640 00	-----do-----	
-----do-----	-----do-----	890 00	-----do-----	
-----do-----	Route to commence at Natchez, Miss, saving 44 miles.	811 00	-----do-----	
-----do-----	Route to end at Flowery Meadow, saving 10 miles	200 00	-----do-----	
-----do-----	Route to end at Ashwood, La., saving 16 miles.	660 00	-----do-----	
-----do-----	Four of the weekly trips discontinued.	3,250 00	-----do-----	
-----do-----	Service discontinued-----	599 00	June 15, 1859	
-----do-----	Route to commence at Columbus City, saving 22 miles.	155 00	June 23, 1859	
June 11, 1859	Contract annulled-----	974 50	May 19, 1859	Contractor failed; contract ordered with Jas. Wall. See land and water mails, June 11, 1859.
-----do-----	Route to end at Lawrence, saving 10 miles.	150 00	June 30, 1859	
-----do-----	Route to end at Worthville, saving 4 miles and \$52, and service reduced to once a week, at \$52 per annum less pay.	104 00	-----do-----	Date of curtailment not reported.

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
7064. From Galesville, Ala , to Rome, Ga.	J. H. Wisdom.....	Three times a week, in two-horse hacks.	26.	\$821 00
7828. From Oakland Grove to Des Arc, Ark.	B. Faucett.....	Once a week; mode not specified.	30	199 00
7953. From Fair Play to Owensville, Ark.	Crawford & Fagan.....	-----do-----	12	93 00
7958. From Amity to Hot Springs, Ark	W. Jones.....	-----do-----	50	198 50
7009. From Montgomery to Jacksonville, Ala.	F. Baily.....	Twice daily to Wetumpka, three times a week to Talladega, and residue of route daily in four-horse coaches, with privilege of wagons in winter from Wetumpka to Talladega.	125	6,939 00
7065. From Rome, Ga., to Elyton, Ala.	-----do-----	Daily to Jacksonville, in four-horse coaches, residue of route three times a week, in two-horse coaches.	132	4,000 00
8637. From Wheelock to Marlin, Tex.	J. Norwood.....	Once a week; mode not specified	43	500 00
10091. From Talbott's Mills to Rutledge, Tenn.	W. P. Rice.....	Twice a week; mode not specified.	13	135 00
1211. From Rome to Constableville, N. Y.	M. L. Kinyon	Twice a week, in two-horse coaches.	26	387 00
9650. From Glasgow to Columbia, Ky.	N. M. Harlan.....	Twice a week; mode not specified.	43	430 00
9697. From Blandville to Boydsville, Ky.	J. H. Stovall.....	Once a week, with certainty, celerity, and security.	54	350 00
8543. From Gonzales to Moulton, Tex.	J. Goss.....	Once a week; mode not specified.	20	130 00
7173. From Uniontown to Linden, Ala.	J. L. Murphy	Three times a week, with certainty, celerity, and security.	24	544 00
1187. From Cooperstown to Morris, N. Y.	G. F. Gage.....	Six times a week, in two-horse coaches.	28	690 00
1197. From Ilion to West Winfield, N. Y.	P. Gates.....	Three times a week; mode not specified.	14	300 00
1382. From Ithaca to Moravia, N. Y.	D. F. Wright	Three times a week, in two-horse carriages.	27	390 00
1394. From De Ruyter to New Berlin, N. Y.	J. D. Harris.....	Three times a week, in a one-horse wagon.	34½	404 00
10415. From Jefferson City to Glasgow, Mo.	S. Slemmons.....	Six times a week, in two and four-horse coaches.	72	7,800 00
Branch from Rocheport to Booneville, Mo.	-----	-----	11	

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 11, 1859	Service discontinued.....	\$821 00	June 16, 1859	
-----do-----	-----do-----	199 00	June 30, 1859	
-----do-----	-----do-----	93 00	-----do-----	
-----do-----	-----do-----	198 50	-----do-----	
-----do-----	Contractor abandoned the service.	6,939 00	June 22, 1859	Contract ordered with Devine & Kennedy. See land and water mails, June 11, 1859.
-----do-----	-----do-----	4,000 00	June 25, 1859	Do.
June 13, 1859	Service discontinued.....	500 00	June 13, 1859	
-----do-----	-----do-----	135 00	-----do-----	Date of curtailment not reported.
-----do-----	Route to commence at West Branch, saving 11 miles.	163 00	July 1, 1859	
June 14, 1859	Two of the weekly trips discontinued.	215 00	June 30, 1859	
-----do-----	Route to end at Mayfield, saving 27 miles.	175 00	-----do-----	
-----do-----	Service discontinued.....	130 00	June 14, 1859	
-----do-----	-----do-----	544 00	June 30, 1859	
-----do-----	Three of the weekly trips discontinued.	345 00	June 23, 1859	
-----do-----	Service discontinued.....	300 00	June 20, 1859	
June 15, 1859	One of the weekly trips discontinued.	130 00	-----do-----	
-----do-----	Service discontinued.....	404 00	June 18, 1859	
June 16, 1859	{ Service between Columbia and Glasgow and on branch to Boonville, 53 miles, reduced to three times a week.	2,490 00	June 30, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
10452. From Frankfort to Florida, Mo.	Gatewood, Murray & Gatewood.	Once a week; mode not specified.	36	\$273 00
10491. From Glasgow to Liberty, Mo.	S. Slemmons.....	Six times a week, in two-horse coaches.	124	12,500 00
10529. From Liberty to Weston, Mo.	P. S. Forest.....	Six times a week, with certainty, celerity, and security.	30	3,600 00
10535. From Independence to Liberty, Mo.	J. D. Sage	Six times a week; mode not specified.	9	1,248 00
10552. From Booneville to Independence, Mo.	P. Roberts, jr.	Daily, in two and four-horse coaches.	115	13,800 00
10554. From Booneville to Fayette, Mo.	J. B. Brooks.....	Six times a week, in two-horse hacks.	14	748 00
9598. From Jackson to Booneville, Ky.	R. South, jr.	Once a week; mode not specified.	35	115 00
9600. From Louisa to Lowville, Ky.	N. Holt	Twice a week to Wakefield, once a week residue of route; mode not specified.	53	585 00
9642. From Liberty to Monticello, Ky.	W. S. Cook.....	Once a week; mode not specified.	45	293 00
9643. From Monticello, Ky., to Huntsville, Tenn.	Finley, Craig & Boyd.	-----do-----	41	449 00
6530. From Dawson to Fort Gaines, Ga.	R. J. & D. H. Hill.	Six times a week, in four-horse coaches.	43	2,716 00
7458. From Grenada to Goodwin's Depot, Mis.	Sutton & Sims ...	Daily, in four-horse coaches.	72	5,850 00
9545. From Florence to Bullitsville, Ky.	W. E. Thomas ...	Six times a week to Burlington, once a week residue of route; mode not specified.	20	303 00
9579. From West Liberty to Paintsville, Ky.	G. S. Steele	Once a week; mode not specified.	39	188 00
9560. From Owingsville to Catlettsburg, Ky.	E. Wells.....	Twice a week; mode not specified.	80	595 00
9593. From Barboursville to Whitley C. H., Ky.	T. N. Berry.....	Once a week; mode not specified.	23	119 00
3065. From Line Lexington to Bethlehem, Pa.	P. Appleback	Three times a week; mode not specified.	30	800 00
10126. From Marysville to Athens, Tenn.	A. Hood	Once a week; mode not specified.	55	245 00
10698. From Allen to St. Joseph, Mo.	J. S. Beman	Six times a week, in four-horse coaches.	190	38,000 00
8169. From Baton Rouge to Clinton, La.	P. Layhey	Six times a week, with certainty, celerity, and security.	44	2,700 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 16, 1859	Route to end at Spencerville, saving 29 miles.	\$220 00	June 30, 1859	
-----do-----	Three of the weekly trips discontinued.	6,250 00	-----do-----	
-----do-----	-----do-----	1,800 00	-----do-----	
-----do-----	-----do-----	624 00	-----do-----	
-----do-----	Four of the weekly trips discontinued.	6,900 00	-----do-----	
-----do-----	Three of the weekly trips discontinued.	374 00	-----do-----	
-----do-----	Service discontinued.	115 00	-----do-----	
-----do-----	Route to end at Wakefield, saving 21 miles.	144 00	July 4, 1859	
-----do-----	Service discontinued.	293 00	June 27, 1859	
-----do-----	-----do-----	449 00	June 25, 1859	
June 17, 1859	Route to commence at Nochway, saving 10 miles.	632 00	Mar. 17, 1859	
-----do-----	Route to commence at Cuthbert, omitting Nochway, saving 10 miles.	632 00	June 1, 1859	
-----do-----	Service discontinued.	5,850 00	June 30, 1859	
-----do-----	Service between Florence and Burlington reduced to three times a week.	109 00	-----do-----	
-----do-----	Route to end at Bloomington, saving 27 miles.	131 00	-----do-----	
-----do-----	One of the weekly trips discontinued.	296 00	-----do-----	
-----do-----	Route to end at Meadow Creek, saving 10 miles.	51 00	-----do-----	
-----do-----	Route to end at Hellertown, saving 5 miles.	133 00	July 1, 1859	
-----do-----	Service discontinued.	245 00	-----do-----	Date of discontinuance not reported.
-----do-----	Route to commence at Macon City, saving 22 miles.	4,400 00	Feb. 2, 1859	
June 18, 1859	Three of the weekly trips discontinued.	1,350 00	June 30, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
9655. From Franklin to Tompkinsville, Ky.	J. W. Roberts.....	Once a week ; mode not specified.	60	\$302 00
9659. From Russellville to Hartford, Ky.	J. S. Coleman.....	-----do-----	49	350 00
9669. From Henderson to Owensboro', Ky.	W. F. Quinn.....	-----do-----	32	368 00
9673. From Owensboro' to Knoxville, Ky.	C. Able.....	Twice a week ; mode not specified.	13	100 00
9676. From Calhoun to Hartford, Ky.	W. Duke, sen....	Once a week ; mode not specified.	26	190 00
9686. From Canton to Murray, Ky.	S. Haden.....	-----do-----	25	293 00
9691. From Princeton to Cadiz, Ky.	F. H. Skinner....	Twice a week ; mode not specified.	23	290 00
9700. From Paducah to Hickman, Ky.	Richardson & Bodkin.	Three times a week. with certainty, celerity, and security.	67	949 00
8186. From St. Francisville to Point Coupee, La.	J. B. Duboise....	Three times a week ; mode not specified.	4	349 00
7804. From Little Rock to Batesville, Ark.	Chidester, Ripley, Hanger & Brimmer.	Six times a week, in two-horse coaches.	93	7,000 00
7812. From Little Rock to Fort Smith, Ark.	C. C. Heard.....	Daily, in two-horse coaches.	190	15,775 00
7848. From Batesville to Pocahontas, Ark.	P. Roberts, jr....	Six times a week, in two-horse coaches.	54	4,900 00
1445. From Hudson to Livingston, N. Y.	P. R. Van Deusen.	Six times a week, in a one-horse wagon.	9	330 00
7503. From Camargo to Ripley, Miss.	W. S. Davis.....	Three times a week ; mode not specified.	61	999 00
10408. From Pilot Knob to Pocahontas, Mo.	A. Stewart.....	Six times a week, in two-horse coaches.	114	6,420 00
8657. From Jasper to Burr's Ferry, Texas.	M. W. Burr.....	Once a week, mode not specified.	36	287 00
1057. From Tivoli to Clermont, N. Y.	J. H. Moore.....	Six times a week, in a one-horse conveyance.	11	203 00
1131. From Stockholm Depot to Parisville, N. Y.	A. Burdett.....	Six times a week ; mode not specified.	14	395 00
1219. From Canastota to Hamilton, N. Y.	J. Gove.....	Twelve times a week to Eaton, six times a week residue of route, in two-horse coaches.	23	450 00
1285. From Geneseo to Livonia, N. Y.	C. O. Allen.....	Six times a week, in two-horse coaches.	10	340 00
10455. From Paris to Newark, Mo.	G. Adams.....	Once a week ; mode not specified.	39	330 00

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 18, 1859	Route to end at Scottsville, saving 22 miles.	\$161 00	July 12, 1859	
-----do-----	Route to end at Beaver Dam, saving 5 miles.	35 00	July 1, 1859	
-----do-----	Service discontinued.....	368 00	June 30, 1859	
-----do-----	One of the weekly trips discontinued.	50 00	July 1, 1859	
-----do-----	Service discontinued.....	190 00	June 29, 1859	
-----do-----	-----do-----	293 00	June 30, 1859	
-----do-----	One of the weekly trips discontinued.	145 00	July 2, 1859	
-----do-----	-----do-----	316 00	July 1, 1859	
-----do-----	Service discontinued.....	349 00	June 30, 1859	
June 20, 1859	Three of the weekly trips discontinued.	3,500 00	July 1, 1859	
-----do-----	Four of the weekly trips discontinued.	7,887 50	-----do-----	
-----do-----	Three of the weekly trips discontinued.	2,450 00	July 4, 1859	
-----do-----	Three of the weekly trips discontinued at \$165 deduction, and route extended 5 miles to Clermont at \$92 additional per annum.	73 00	June 27, 1859	
-----do-----	One of the weekly trips discontinued.	333 00	July 4, 1859	
-----do-----	Three of the weekly trips discontinued.	3,210 00	July 26, 1859	
June 21, 1859	Service discontinued.....	287 00	June 21, 1859	
-----do-----	-----do-----	203 00	June 23, 1859	
-----do-----	Three of the weekly trips discontinued.	145 00	July 1, 1859	
-----do-----	Six of the weekly trips to Eaton discontinued.	150 00	June 27, 1859	
June 22, 1859	Service discontinued.....	340 00	June 28, 1859	
-----do-----	Route to commence at Shelbina, saving 16 miles.	135 00	July 11, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance. <i>Miles.</i>	Original price.
10170. From Clarksville to Nashville, Ten.	E. S. Hockersmith	Three times a week ; mode not specified.	52	\$804 00
10454. From Paris to Kirksville Mo.	W. Hargrove.	Twice a week, in hacks.	78	1,125 00
10494. From Brunswick to Chillicothe, Mo.	Ringo, Clendenin & Green.	Three times a week, in two-horse coaches.	38	998 00
1095. From Salem to Greenwich, N. Y.	G. E. Vandercook.	Twice a week, mode not specified.	12	199 00
9543. From Williamstown to Morgan, Ky.	F. Hodge.	Three times a week, with certainty, celerity, and security.	12	165 00
1418. From Oneonta to Prattsville, N. Y.	T. C. Smith.	Six times a week to Davenport; three times a week residue of route, in two-horse carriages.	45	700 00
1422. From Gilboa to Middleburg, N. Y.	T. H. James.	Twice a week, with certainty, celerity, and security.	20	180 00
1165. From Schenectady to Schoharie, N. Y.	O. Root.	Three times a week, in two-horse stages.	23½	394 00
1166. From Schoharie to Durham, N. Y.	E. D. Atchison. ...	Six times a week to Middleburg; three times a week residue of route, in a one-horse covered carriage.	22	319 00
1077. From Albany to New Lebanon Springs, N. Y.	J. H. Vandenburg.	Six times a week, in two-horse coaches.	27	700 00
1153. From Sackett's Harbor to Pierrepont Manor, N. Y.	Sackett's Harbor & Ellisburg Railroad Company.	Six times a week, by railroad.	18	791 65
13017. From Kenosha to Darien, Wis.	Quigley & Kelley.	Once a week to Geneva; twice a week residue of route, with certainty, celerity, and security.	52	499 00
9073. From Mill Brook to Wooster, Ohio.	S. S. Moore.	Twice a week, mode not specified.	9	90 00
12173. From Lafayette to Pettit, Ind.	T. H. & M. V. Rowe	Once a week, with certainty, celerity, and security.	7	49 00
10029. From Gainsboro' to Dixon's Springs Tenn.	J. R. Tolbert.	Once a week, mode not specified.	26	140 00
10031. From Smithville to Woodbury, Tenn.	E. F. King.	do.	22	183 00
10117. From Sycamore to Sneedsville, Tenn.	G. Allen.	do.	23	117 50

Continued.

Date of order of curtailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 22, 1859	Contractor abandoned the service.	\$804 00	July 3, 1859	Contract ordered with Herriford & Slaughter. See land and water mails, June 22, 1859.
-----do-----	Service between Paris and Bloomington, 47 miles reduced to once a week.	340 00	-----	Date of curtailment not reported.
-----do-----	Contract annulled-----	998 00	May 21, 1859	Contractors abandoned the service.
-----do-----	Service discontinued-----	199 00	June 30, 1859	
-----do-----	-----do-----	165 00	July 2, 1859	
June 23, 1859	Three of the weekly trips to Davenport, and one trip on the residue of the route discontinued.	285 00	July 1, 1859	
-----do-----	Route to commence at Blenheim, saving 8 miles.	72 00	July 15, 1859	
-----do-----	Service discontinued-----	394 00	June 25, 1859	
-----do-----	Two of the weekly trips between Middleburg and Durham discontinued.	133 00	July 1, 1859	
June 24, 1859	Service discontinued-----	700 00	June 30, 1859	
-----do-----	-----do-----	791 65	-----do-----	
June 25, 1859	Contract annulled-----	499 00	May 16, 1859	
-----do-----	Service discontinued-----	90 00	-----	Date of discontinuance not reported.
-----do-----	-----do-----	49 00	-----	Do.
-----do-----	-----do-----	140 00	-----	Do.
-----do-----	-----do-----	183 00	-----	Do.
-----do-----	-----do-----	117 50	June 30, 1859	

Termini of route.	Contractor's name.	Original service.	Original distance.	Original price.
			<i>Miles.</i>	
10138. From Mt. Vernon to Springtown, Tenn.	B. A. Prophet....	Once a week ; mode not specified.	16	\$65 00
10155. From Fayetteville to Salem, Tenn.	W. H. Moores ...	Twice a week ; mode not specified.	30	400 00
10164. From Brentwood to Hurt's Cross Roads, Tenn.	J. H. Ladd	-----do-----	29½	445 00
10166. From Charlotte to Clarksville, Tenn.	T. Orgain	-----do-----	30	400 00
3221. From New Oxford to Gettysburg, Pa.	N. Weaver	Six times a week, in two-horse coaches.	10	150 00
1272. From Canandaigua to Canadice, N. Y.	J. Dailey	Twice a week, with certainty, celerity, and security.	22	299 00
10089. From Philadelphia to Chota, Tenn.	J. Campbell	Three times a week ; mode not specified.	20½	298 00
13157. From New London to Pine River, Wis.	T. J. Townshend ..	Once a week ; mode not specified.	30	195 00
1442. From Chester to Amity, N. Y.	W. H. Ward	-----do-----	15	88 00
1012. From Hicksville to Oyster Bay, N. Y.	R. W. Smith	Six times a week, with certainty, celerity, and security.	8	200 00
3058. From Schuylkill Haven to Freidensburg, N. Y.	T. Dorman	Three times a week ; mode not specified.	4	99 00

Continued.

Date of order of cur- tailment of service.	Curtailment ordered.	Amount curtailed.	Date of curtailment of service and pay.	Remarks.
June 25, 1859	Service discontinued....	\$65 00	-----	Date of discontinuance not reported.
....do.....	One of the weekly trips discontinued.	200 00	-----	Do.
....do.....	-----do-----	222 50	-----	Do.
....do.....	-----do-----	200 00	-----	Do.
June 28, 1859	Service discontinued....	150 00	Dec. 4, 1859	
....do.....	-----do-----	299 00	June 28, 1859	
....do.....	Route to end at Morgan- town, saving 8 miles.	116 00	-----	Do.
....do.....	Contract annulled	195 00	May 12, 1859	Contractor abandoned the service.
June 29, 1859	Service discontinued....	88 00	June 28, 1859	
June 30, 1859	-----do-----	200 00	-----	Date of discontinuance not reported.
....do.....	-----do-----	99 00	-----	Do.

Contract No. and Date	Description of Work	Estimated Amount	Actual Amount	Remarks
100	...	...	...	...
101	...	...	...	...
102	...	...	...	...
103	...	...	...	...
104	...	...	...	...
105	...	...	...	...
106	...	...	...	...
107	...	...	...	...
108	...	...	...	...
109	...	...	...	...
110	...	...	...	...
111	...	...	...	...
112	...	...	...	...
113	...	...	...	...
114	...	...	...	...
115	...	...	...	...
116	...	...	...	...
117	...	...	...	...
118	...	...	...	...
119	...	...	...	...
120	...	...	...	...
121	...	...	...	...
122	...	...	...	...
123	...	...	...	...
124	...	...	...	...
125	...	...	...	...

ERRATUM IN THE PRINT OF EX. DOC. NO. 10, RELATIVE TO
DIFFICULTIES ON SAN JOAN ISLAND.

LETTER

THE SECRETARY OF WAR.

Attention is called to an error in the printing of Ex. Doc. No. 10, of the present
session.

Mar. 10, 1850.—[The error is as follows:—]

Mar. 10, 1850.

On page 37 of House Doc. No. 10, of the present session, containing the correspondence of the Department with
General Harney, respecting the late difficulties on San Juan
Island, and military affairs in the Department of Oregon, there appears
as a part of a letter from General Harney to Mr. Campbell,
commander of the northwest boundary, the following sentence:

"Among other things, you have been pleased to inform me that
you have authorized Colonel Gray to take the volunteers, and that you
feel assured of my cordial co-operation whenever an emergency shall
arise."

This sentence, in the original, the second paragraph of the
letter, on page 36, from Governor Gilman to General Harney, is
which it has been transcribed by a mistake on the part of the printer.

This error is of some moment, as it places the command appointed
to settle the disputed boundary in the light of having authorized a
call for volunteers to aid in taking possession of one of the points in
dispute; and I therefore beg leave to request that it may be brought to
the attention of the House of Representatives.

Very respectfully, your obedient servant,

JOHN F. FLOYD.

Secretary of War.

ERROR IN THE PRINT OF EX. DOC. No. 65, RELATING TO
DIFFICULTIES ON SAN JUAN ISLAND.

LETTER

FROM

THE SECRETARY OF WAR,

CALLING

Attention to an error in the printing of Ex. Doc. No. 65, of the present session.

MAY 25, 1860.—Laid upon the table, and ordered to be printed.

WAR DEPARTMENT, *May* 23, 1860.

SIR: On page 37 of House Executive Document No. 65, of the present session, containing the correspondence of this department with Brigadier General Harney, respecting the late difficulties at San Juan island, and military affairs in the department of Oregon, there appears, as a part of a letter from General Harney to Mr. Campbell, commissioner of the northwest boundary, the following sentence:

“Among other things, you have been pleased to inform me that you have authorized Colonel Casey to call for volunteers, and that you ‘feel assured of my cordial co-operation whenever an emergency may require it.’”

This sentence forms, in the original, the second paragraph of the letter, on page 36, from Governor Gholson to General Harney, from which it has been transposed by a mistake on the part of the printer.

This error is of some moment, as it places the commissioner appointed to settle the disputed boundary in the light of having authorized a call for volunteers to aid in taking possession of one of the points in dispute; and I therefore beg leave to request that it may be brought to the attention of the House of Representatives.

Very respectfully, your obedient servant,

JOHN B. FLOYD,
Secretary of War.

ERROR IN THE PRINT OF EX. DOC. NO. 65, RELATING TO
DIFFICULTIES ON SAN JUAN ISLAND.

LETTER

FROM

THE SECRETARY OF WAR.

TO

Attention is called to an error in the printing of Ex. Doc. No. 65, relating to
difficulties on San Juan Island.

May 22, 1880. -- Sent upon the table, and referred to the printer.

WAR DEPARTMENT, May 22, 1880.

SIR: On page 37 of House Executive Document No. 65, of the present session, containing the correspondence of this department with Alexander General Harnay, respecting the late difficulties at San Juan Island, and military matters in the department of Oregon, there appears, as a part of a letter from General Harnay to Mr. Campbell, Commissioner of the Northwest boundary, the following sentence:

"Among other things, you have been pleased to inform me that you have authorized Colonel Gasey to call for volunteers, and that you feel assured of my cordial co-operation whenever an emergency requires it."

This sentence forms, in the original, the second paragraph of the letter, on page 36, from Governor Gholson to General Harnay, in which it has been transposed by a mistake on the part of the printer.

This error is of no moment, as it places the Commissioner appointed to settle the disputed boundary in the light of having authorized a call for volunteers to aid in taking possession of one of the points in dispute; and I therefore beg leave to request that it may be brought to the attention of the House of Representatives.

Very respectfully, your obedient servant,

JOHN T. FLOYD

Secretary of War.

CHINESE COOLIE TRADE.

MESSAGE

OF THE

PRESIDENT OF THE UNITED STATES,

COMMUNICATING,

In compliance with a resolution of the House of Representatives, information recently received in reference to the coolie trade.

MAY 26, 1860.—Referred to the Committee on Commerce and ordered to be printed.

To the House of Representatives:

In compliance with the resolution of the House of Representatives of the 21st instant, requesting any information recently received respecting the Chinese coolie trade, which has not been heretofore communicated to Congress, I transmit a report from the Secretary of State, with the documents which accompanied it.

JAMES BUCHANAN.

WASHINGTON, May 26, 1860.

DEPARTMENT OF STATE,
Washington, May 25, 1860.

The Secretary of State, to whom was referred the resolution of the House of Representatives of the 21st instant, requesting the President to communicate to that body "any information recently received respecting the Chinese coolie trade, which has not been heretofore communicated to Congress," has the honor to lay before the President the accompanying copy of despatches, numbered 4 and 26, addressed to this department by the minister of the United States in China.

Respectfully submitted,

LEWIS CASS.

The PRESIDENT of the United States.

Mr. Ward to Mr. Cass.

No. 26.]

UNITED STATES LEGATION,
Macao, January 24, 1860.

SIR: I have considered the conduct of Captain Manton, of the American ship "Messenger," and that of the captains of the "Kitty Simpson," "Governor Morton," and "Pioneer," as connected with the coolie traffic, and thus seriously affecting our relations with China, of sufficient importance to make it the subject-matter of a special despatch.

I sincerely hope that, the attention of Congress being called to this subject, some law will be passed regulating this trade and putting it more under the control of the American minister or chief diplomatic agent in China.

I beg to refer you to the enclosures, numbered 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, and 17, for the facts of this particular case.

The attention of the governor general had been directed to the undisputed fact that Chinese were taken on board these vessels lying at Whampoa, by force or fraud, against a positive rule of the port of Canton that they should only be shipped at that place, and he simply desired that a proper examination should be had, that no one should be taken out of the country who had been kidnapped or stolen.

The examination at the barracoons and on board the ships, I have satisfactory evidence, is a mere evasion. The men are forced to answer in the affirmative, when asked if they are willing to emigrate; an answer in the negative exposes them to being severely beaten.

I beg to call your particular attention to the letters of Mr. Nye, our consul at Macao, enclosures 13 and 14, and to the letters of the governor general, and my replies to him, enclosures 8, 9, 10, and 11.

Under all the facts of this case, the Chinese custom-house has, I think, very properly refused to give Captain Manton his certificate of clearance until the coolies have been properly examined, and Mr. Perry has refused him his papers until he shall have obtained this certificate; and you will see, by my correspondence with Mr. Perry, that I have sustained him up to this point in carrying out the treaty.

The coolies taken from the "Messenger," about five hundred in number, have been brought to Macao by Messrs. Vargas & Co., the charterers of the "Messenger," as the captain alleges, without his consent and against his will. They are now in a barracoon in this place, not under his control, but under that of Messrs. Vargas & Co., the charterers, who are not American citizens.

The governor general insists, on the one hand, that these coolies must all be returned to Canton for examination; on the other, Captain Manton has been insisting upon having his papers from the consul, with the avowed intention of coming to Macao, receiving these coolies, and thus evading the regulations of the port of Canton. I have instructed Mr. Perry not to give Captain Manton his ship's papers without clearance having been first obtained by him from the custom-house; and I have written to the governor general that, if his regulations

and rules have been violated, the captain must be punished, but that I would not permit him to require an American captain to perform an impossibility, or to exercise any acts of oppression towards him, enclosure 11. In the meantime, having learned that a Dutch vessel had been chartered by Messrs. Vargas & Co., to take these coolies from Macao, I have instructed Mr. Nye to give notice to the Macao authorities that these coolies were taken from an American ship, and brought to Macao in an American steamer, by the charterers of the ship, in violation of the regulations of the port of Canton, the consequence of which had been the virtual seizure of the ship, from which she could only be properly released by a return of the coolies to the "Messenger," and that, if they were permitted to be taken away by any other vessel, I should represent to the governor general that the American vessel could not comply with his requisitions from their default. Enclosure 16.

Mr. Nye has, up to this time, received no written reply, the governor of Macao being absent and the council not having been called together. He has been assured, however, by the secretary, that all the coolies brought from the "Messenger" shall be detained in Macao until the matter is settled.

I am now confined to the house in Macao by indisposition. I shall visit Canton as soon as I am able to leave this place, and will then have an interview with the governor general and do all in my power to have the coolies returned for examination; failing in this, I shall propose to him to fine every American engaged in violating the laws of the port and then allowing the ships to have their clearances. If he refuses to do this I shall feel it to be my duty to order Mr. Perry to give the papers to the captains and to allow them to go to sea, as a further detention would cease to be a punishment for an offence and become indicative of oppression. But this I shall not do until satisfied that the coolies cannot be returned to Canton and will not be taken from Macao by any one of the vessels.

I am happy to inform you that no American house will have any connexion with this traffic; but American vessels are chartered by the subjects of other governments, and so odious has become the trade by recent transactions that other governments, have either forbidden their vessels to be engaged in it, or so restrained and regulated the trade as to throw it almost entirely in the hands of Americans.

I have the honor to be, sir, very respectfully, your obedient servant,
JOHN E. WARD.

January 26.—I have this moment received a copy of the reply of the Portuguese authorities to Mr. Nye, in relation to the coolies, and add the same to enclosures.—Enclosure No. 17.

JOHN E. WARD.

Hon. LEWIS CASS,
Secretary of State.

[Enclosure No. 1.]

WHAMPOA, *January 8, 1860.*

The undersigned wishes briefly to state the case of the ship "Messenger," and bring to your notice her troubles as he is able to view them. At the time you were kind enough to give me an audience at Canton, we were collecting emigrants in the usual manner, with an examiner on board appointed by Mr. Perry; and since that period we have been particularly cautious that our share of the emigration should be conducted in a straightforward, honest manner. To this fact Mr. Perry will bear witness. Some fortnight since, as the "Messenger's" emigrants were nearly collected, Mr. Perry called on board and gave the undersigned notice that when the ship was ready for sea, before giving her papers, he should examine every coolie on board as to their willingness to perform the voyage. This was agreeable to the undersigned, and was certainly very proper.

On Monday last, at about 10 p. m., Mr. Perry, attended by some six mandarins of rank and a large retinue of servants, linguists, &c., arrived in the steamer "Cumfa," attended by six large and four small Chinese armed boats. The armed boats surrounded the ship. Mr. Perry notified the undersigned that the officers were appointed by the governor general to examine the emigrants; but it being so late that night, it was arranged that on the following day, at 12 m., the examination should take place. Accordingly they came on board in considerable state, and the emigrants were at once brought forward. They were examined one by one as to their name, birthplace, age, their knowledge of the contract they had signed, and their willingness to go in the ship. Four of their clerks took down the answers of the emigrants; and the examination, conducted in a fair, equitable manner, elicited the most unbounded satisfaction of the Chinese officials, Mr. Perry, and Mr. Vargas, the charterer's agent, who had charge of the emigrants. Of some two hundred and thirty-three on board the "Messenger," twenty-eight of the number altered their minds from their previous examinations, and were immediately released, and departed with the mandarins. They examined specimens of the coolies' provisions, and were highly pleased. Such were Mr. Perry's confidence and satisfaction that, previous to leaving the ship, he gave the undersigned permission to drop the ship below the first bar, with her emigrants on board, preparatory to sailing. From the "Messenger" the officials proceeded on board the ship "Governor Morton," and a similar examination commenced of two hundred and ten emigrants. But six were disposed to abandon the voyage and their contract. Among these was found a renegade policeman of the city of Canton. He wished to go in the ship, but the officials asked as a favor that he might be given up, and Mr. Vargas readily assented. Such was the good feeling and scrutiny of the officials.

After visiting the between-decks of the ship they declared themselves highly pleased, and proceeded on board the ship "Pioneer." The examination in this ship was precisely similar; and from one hundred and sixty-six emigrants fifteen were found desirous of abandoning

their contracts. There was no stint in the manner of the examination; the officials asked any and all questions they chose, and made themselves entirely familiar with the case of each emigrant. Having completed the examination, they, through the interpreter, gave Mr. Vargas free permission to send the emigrants to Cuba as soon as he chose. They even went further, and gave him permission to engage laborers in the same manner, provided they examined them before leaving.

At this point, Mr. Perry, through the interpreter, asked for a certificate or statement of what had occurred, viz: the fact of the examination of six hundred and thirty coolies, and that but forty-eight refused to fulfil the contracts they had signed. Mr. Perry will inform your excellency of the nature of the certificate given; and how clearly it mirrors the Chinese character your excellency will be able to judge. Upon inquiry of Mr. Perry if the ship's papers could be given to the undersigned on the following day, he answered that, upon the report of the officials reaching Canton, he thought there would be no further trouble. Such was his confidence in the examinations resulting from, and his intimate knowledge of, what had transpired.

On arriving at Canton, on the following day, and applying at the customs for the grand chop, the undersigned was informed that the superintendent of customs had decided emigrants *to be cargo*, and that tonnage dues were due from the ship. These being paid, I was informed the grand chop would be given me. Suspecting no duplicity in the matter, the undersigned, with some trouble, procured \$750; and, having paid the amount, again desired the ship's clearance, when it was announced that the superintendent of customs, acting under orders from the governor, had refused to give it.

Upon inquiry of Mr. Perry, the undersigned was informed that the governor had refused to sanction the acts of his own high officials at Whampoa, and demanded the immediate shipment of the emigrants to Canton, to be examined. Mr. Vargas, upon hearing this, removed most of the emigrants to Macao, agreeably to the permission given by the officials. The undersigned, upon applying to the customs for the clearance a second time, was informed that the stores on board his vessel were dutiable, and that upon examination of the ship by the customs, and duties being paid, the clearance would be given.

Returning to Whampoa, the accompanying report annexed was procured, taken to the customs, and a statement made by the undersigned that he was ready and willing to pay the duties due; whereupon the undersigned was informed that the customs had no power in this matter, and that Mr. Perry and the governor were in correspondence regarding it. Further complaint was made by the commissioner of customs that the rice among the stores could not be re-exported, as it was contrary to law. The undersigned stated to him that it came direct from Macao, and that it had never left the ship; and in this matter the undersigned refers your excellency to a decision of Mr. Bruce, made known in December last to the community of Canton, to the effect that tea or other articles imported from Hong Kong in a ship, and not unladen while in a port of China, was not subject to duty. So in this matter the undersigned maintained that the rice, as stores not unladen, did not come under law forbidding the exportation

of that article. Reporting these facts to Mr. Perry, he having at that moment returned from an audience with the governor, he assured the undersigned that the governor refused to allow the ship to depart unless the *coolies examined* by his officers were brought to Canton. The emigrants were never under the control of the undersigned, and he has never had any power over them. The "Messenger" has no passengers on board, as per report of the customs annexed. Mr. Vargas, the charterer's agent, took charge of the emigrants after the examination and sent them away. The undersigned had no power over them, *nor had the undersigned ever passed a receipt for them*; and the undersigned believes your excellency will agree with him that he cannot be held responsible for them.

The Chinese and allied governments are acquainted with Mr. Vargas, for he has been applying for the past two months for permission to open a depot in the city of Canton. The commissioners well know that the monsoon is fast waning, and yet they have not granted his request.

If the Chinese government requires the return of the coolies, it seems to the undersigned that their remedy lies with the Spanish consul, who, he believes, represents Mr. Vargas. But the undersigned asks your excellency why should an empty ship be detained as a means of coercing another party, and he not an American?

The undersigned has in this matter acted, he feels without deceit, in a straightforward, honest manner, and asks your excellency to refer to Mr. Perry for the truth of this statement. *He has never been forbidden to collect emigrants at Whampoa; on the contrary, he has employed the services of a mandarin appointed by Mr. Perry, has always given up any coolies called for by relatives or friends, and has endeavored at all times so to conduct his share of the emigration that there should be no wrong connected with it. Will your excellency interfere, that the "Messenger" may be released?*

The ship is entirely ready for sea, has a full crew on board, has expended her credits and closed her accounts, and is, as the undersigned begs your excellency to believe, in great pecuniary distress.

BENJAMIN D. MANTON,

Master American ship "Messenger."

His Excellency JOHN E. WARD,

Envoy Extraordinary and Minister Plenipotentiary to China.

WHAMPOA, January 7, 1860.

I, the undersigned, senior tide-waiter at Whampoa, have examined the ship "Messenger," and find that with the exception of the under-mentioned list of stores, the ship to be without cargo, and has no coolies on board.

List of stores.

Water.....	77,241 gallons.
Wood.....	661 piculs.
Salt fish.....	274 boxes.
Tobacco.....	12 boxes.

Tea.....	12 boxes.
Sugar.....	6 boxes.
Vinegar.....	5 casks.
Oil.....	20 barrels.
Bread.....	45 bags.
Green peas.....	37 bags.
Soap.....	2 bags.
Salt eggs.....	9 tubs.
Molasses.....	22 jars.
Pickles.....	682 jars.
Rice.....	1,535 bags, 24,756 lbs.
Salt provisions.....	60 barrels.
Yams.....	49 bags.
Sweet potatoes.....	32 bags.
Pumpkins.....	403.
Sincomase.....	45 bags.

J. H. SMITH.

[Enclosure No. 2.]

HONG KONG, *January 10, 1860.*

SIR: Mr. Consul Perry has in his hands an official despatch from the Canton superintendent of customs, deciding coolies to be cargo; and the "Messenger" has paid her tonnage dues under that decision. Thus she has acquired the right to carry the cargo on which she has paid port dues, and has legalized by the act her departure from Whampoa; at least so it appears to the undersigned.

Very respectfully, your obedient servant,

BENJAMIN D. MANTON.

His Excellency Hon. JOHN E. WARD,

Minister Plenipotentiary and Envoy Extraordinary to China.

[Enclosure No. 3.]

LEGATION OF THE UNITED STATES,
Macao, January 16, 1860.

SIR: I have delayed replying to your communication of the 8th instant, and also to your letter of the 10th, until I could receive a written report of the case from Mr. Consul Perry. That report has just been received, and with every disposition on my part in all cases to aid American citizens, I regret to inform you that, under the existing state of facts, it is impossible for me to render you any assistance. By the positive stipulation of the treaty, the American consul must withhold the ship's papers until you have obtained the certificate of clearance from the hoppo or superintendent of customs. Should this clearance be unjustly withheld from any American captain, I should feel it my duty at once to demand them, and to take the necessary steps if they should be refused.

Such, in my opinion, is not your case; the payment of tonnage dues is one of the rules of the port, which must be complied with before the certificate of clearance can be obtained, but the payment of those duties does not alone entitle you to clearance; indeed, they are due, and required to be paid on vessels of the United States on their being admitted to entry.—(Treaty, 22d art.)

Very respectfully, your obedient servant,

JOHN E. WARD.

Captain BENJAMIN D. MANTON,
Master American ship "Messenger," Canton.

[Enclosure No. 4.]

WHAMPOA, *January 17, 1860.*

SIR: I duly received your communication of the 16th instant. The "Messenger" has now paid a fine of more than \$2,000 actual expenses in the delay she has met with. A detention of one week more will lose her charter of \$43,000, to gain which she has already expended more than \$30,000 at this port. May I ask you, in this extremity, what is to be done? I know of no appeal except to yourself. These coolies had all been examined four separate and distinct times; they are willing emigrants.

I am, very obediently, yours,

BENJN. D. MANTON,
Master ship "Messenger."

His Excellency Hon. JOHN E. WARD,
Minister Plenipotentiary and Envoy Extraordinary to China.

[Enclosure No. 5.]

UNITED STATES CONSULATE,
Canton, January 10, 1860.

SIR: I have the honor to inform your excellency that on the 31st ultimo Captain Manton, commanding the American ship "Messenger," and who has for several months past been engaged in collecting coolies at Whampoa, applied to me for his papers; I told him it would be necessary for him to obtain a certificate of clearance from the hoppo or superintendent of customs before I could do so, and pointed out the (22d) article in the treaty requiring such a certificate.

Captain Manton then applied, in writing, to the customs for his clearance. No answer was returned that day; the following day, being Sunday, the custom-house was closed.

On Monday morning no clearance was given. It had been intimated to me that the hoppo had been instructed by the governor general to withhold the clearance, on the ground that the captain had not complied with the rule and regulations which the governor had prescribed in regard to the collection of coolies to go abroad to labor.

During the morning I called at the allied commissioners yamun, and there learnt positively that the governor, *Lau*, had ordered the superintendent of customs to withhold the "Messenger's" papers.

I therefore determined to call upon the governor and ascertain from him what was his objection to granting a clearance to the ship, which I did in company with the allied commissioners.

After the ordinary and usual salutations, I inquired of the governor the reason for his refusing a clearance to the "Messenger." He replied that the vessel had been engaged during the past month or two (and subsequent to the date upon which he authorized, under certain regulations and conditions, the emigration of coolies to foreign countries as laborers,) in collecting coolies.

After the conversation I returned to the consulate. Almost immediately after my arrival I received a communication from the governor general, a copy of which I enclose, marked A 1, commencing with the words, "makes a declaration with all speed." He then goes on to say "that reports had reached him that an American ship named the 'Messenger,' at Whampoa, with several hundred pigs (kidnapped coolies) on board, who had not been inspected by any Chinese deputed officers, and that the vessel was to sail this evening or to-morrow morning; that it is, therefore, his duty to request me to take measures to detain the vessel, in order that an examination of all the coolies on board [may determine] whether they are willing or unwilling to emigrate, after which inquiry the proposed measures can be taken; that he apprehends that hereafter numerous petitions will be presented, after an investigation has become impossible by reason of the departure of the vessel; and that he has written to the hoppo, who will co-operate with him in the matter."

About half an hour afterwards I received another despatch from the governor general, a copy of which I enclose, marked A 2, stating that he had "deputed civil and military officers to proceed to Whampoa and make an examination, and that he wished me to accompany and co-operate with them."

Immediately upon the receipt of this communication, I determined to proceed to Whampoa.

Soon after my arrival at that anchorage, I, in company with the mandarins and Mr. Frederick Meyers, (a student, interpreter to the British government, and sent down by the governor general to interpret,) went on board the "Messenger." I proceeded to the poop, where I met Captain Manton. I told him I had received two pressing despatches from the governor, requesting me to retain his papers until his ship was thoroughly examined. He stated that he did not want and would not have the mandarins on board his vessel, as he considered they had no right to be there. I replied that, in that case, I should myself leave the ship.

I made this reply to Captain Manton because I believed that the mandarins had a perfect right to go on board and inspect his ship. Article XVIII of our treaty says that "the superintendent of customs shall have the privilege to appoint inspectors, who shall have the right to go on board any American vessels;" and I considered these officers

as inspectors duly recognized by the hoppo, for he refused to grant a clearance till the ship was examined by them; and if the inspectors have the right to inspect "cargo," surely they have the right to inspect coolies who are reported to them as being kidnapped or detained on board against their will.

Captain Manton, after I told him I would leave the vessel, consented to allow the mandarins to come on board. He accompanied me to the gangway, where the mandarins were standing. Observing Mr. Myers, he inquired of him who he was. Mr. Myers replied that he was a student interpreter to the British government; that the governor general had requested the allied commissioners to grant him the services of one of their interpreters; that he was there in no other capacity than interpreter for the governor general. Captain Manton objected to allow him to remain on board, and made some reference to the fact of his having a silver band on his cap. I saw evidently that it was better to stop the discussion, and prevent anything unpleasant occurring, and I therefore told Mr. Myers that I thought it would probably be better for him to leave the vessel, which he did. We then proceeded to the cabin. I told the captain that the mandarins were there for the purpose of inspecting the coolies, to see that none were on board against their own free will.

After some conversation, Captain Manton said that he would turn the coolies out of his vessel and let them go. The mandarins asked where they would go to, and the captain replied he did not know. The mandarins said that would not do; that if they were discharged they must be given to them to conduct to Canton. I remarked to Captain Manton that I thought the coolies ought to be examined by the mandarins, as they have asserted that some of the coolies were unwillingly detained on board the vessel.

After some more conversation with Captain Manton he stated that he was willing to have them inspected at four o'clock the following day. I told him that I thought that a late hour to commence the inspection of 600 coolies on board the "Messenger," the "Pioneer," and the "Governor Morton," and that it would necessarily take several hours to make the examination, and that I could not perceive any good reason for the delay. He then appointed 12 m. the next day for the examination. The mandarins and myself assented to this appointment, as it was already late to commence the examination, being then nine o'clock. We then left the ship.

The following morning, at an early hour, Captain Manton called upon me. He complained of the hardship of his case; that his ship was lying at anchor at a very great expense. I replied to him that it was not my fault; that the hoppo had the power to detain the clearance of any American vessel that had not conformed to the law; and that the treaty positively stated that the consul should not deliver up the papers of any ship before the certificate of clearance had been given by the superintendent of customs.

After he had left me, knowing that a great number of coolies were to be examined, and believing that it would be better that some system should be adopted, I drew up interrogatories to be propounded to each and every coolie.

About half past ten o'clock I again saw Captain Manton, when he stated that he objected to the examination being carried on by the Chinese interpreter sent down by the governor, stating that he was a man in the employ of Mr. Parkes, and that he believed that he would not interpret truly; that he believed that Mr. Parkes was trying to do everything to deprive persons other than English and French of the benefits of the coolie trade; that he believed he was endeavoring to obtain for Mr. Austin, [of] the British emigration, a monopoly of the whole business; and that he objected to Mr. Parkes's teacher acting as the interpreter, but was willing that the interpreter Ahong, whom I had previously sent down to Whampoa, should act as interpreter.

I replied that I had no idea that Mr. Parkes was endeavoring to obtain a monopoly of the trade, that I had no objection to Ahong examining them, but that I would insist that the governor's interpreter should be present, and that he should have the right to correct any error that Ahong might make in conducting the interpretation.

Captain Manton then said that the examination should take place at once.

I then called upon the mandarins and informed them that I was ready; explained to them that, in order to accelerate the examination, I had drawn up interrogatories to be propounded to each coolie; and that Ahong would conduct the examination, but that their interpreter should be present, so that if Ahong made any mistake or error in translating the statement of any of the coolies, he, the mandarins' interpreter, should correct him.

I then told them that I was ready to proceed with the examination. They then accompanied me to the "Messenger." We arrived on board at about half past eleven o'clock, and immediately proceeded with the examination. Besides the interrogatories suggested by me, the mandarins questioned many others; wrote down the names, age, and residence of each.

After we had finished with the "Messenger," we proceeded to the "Governor Morton," and from thence to the "Pioneer," examining each coolie on board these different vessels. From the "Messenger" I took out twenty-eight coolies, from the "Governor Morton" seven, and from the "Pioneer" fifteen coolies; the whole of which I handed over to the mandarins.

I returned to Canton on Wednesday, and on Thursday called upon the governor general. He informed me that his officers had not conformed to his instructions; that he intended that all the coolies should have been brought up to Canton for examination, and that he had ordered the mandarins to do; that he would send boats down to bring them up. I told him that I was not aware that such was his desire; in fact, that they had only a few hong boats with them, which they used for their own sleeping purposes, two or three boats for the accommodation of their own followers, and one small (as called by foreigners) mandarin boat; but that, if his excellency insisted upon their being brought to Canton, I would give the necessary order.

I explained to the governor that the "Messenger" had been collecting coolies for some time previous to the issue of his rules and regu-

tions in regard to the collection of coolies, and that I thought he ought to deal leniently with that ship. He replied that he was aware the "Messenger" had been engaged in the collection of coolies anterior to the date of his proclamation, and on that account he was willing to deal as leniently as possible with the officers of that ship.

He stated, however, that the men must be brought up to Canton; that he would send down boats to carry them up. I replied, that in consequence of the large number of coolies to be examined, it would certainly be much better for the ship itself to come up to Canton, as it would be very difficult for his excellency's officials, if the coolies were scattered about in boats, to look after them and see that they were properly fed and taken care of. The governor replied, that he was willing that they should be brought up in the ship; that he would arrange a building wherein the examination of the coolies should take place, and that they should be landed for examination in batches of ten or twenty at a time, and that those who stated they were willing to emigrate as laborers under the contract would be allowed to return to the ship, and that those who objected would be retained.

I thus took my leave and returned to the consulate. I found Captain Manton in the office, and I told him the result of my interview with the governor, and that he had better bring up his ship to Canton. He replied, that he would not get his vessel over the *barrier*, that she was drawing *eighteen feet* of water; and I replied, then they will have to come up in boats, and the governor says that he will furnish them; but I advised him (Captain Manton) to charter steamers and have them towed up.

Some further conversation took place, during which he complained of the injustice done to him by the governor general, and begged that I would give him his papers. This, I replied, I could not do. After this the captain left the consulate.

I waited all the next day to hear what the captain intended to do. Towards night Captain Manton called upon me again, and stated that during his absence at Canton the coolies had all been taken out of his ship by the order of Mr. Vargas. I then asked him what had become of them, and he replied that he did not know, and would swear to this. I told him it was singular he did not know what had become of over two hundred coolies taken from his vessel, and that the governor general would most certainly insist that they (the coolies) should be produced at Canton, otherwise he would not grant a clearance, and until he did, I could not give him his papers. He replied that he could not produce what he had no control over; that they (the coolies) did not belong to him, and that he never gave a receipt for them.

Captain Manton again left. I could not ascertain what had become of the coolies, but I had my suspicion that they had been run off, as I had been informed that a steamer had been seen towing boats filled with coolies. On the day following (Saturday, January 7,) I again called upon the governor general and had a long conversation with him. He stated that he was anxiously waiting for the coolies, and

that he was surprised that they had not yet arrived, that he intended to send boats to Whampoa during the day for the coolies.

I told the governor that I had been waiting to hear from the "Messenger," or rather the captain, and for him to bring up the coolies, that I was informed that they had all been removed from the ship, and that I suspected they had been run off. I had no official information from the vice-consul at Whampoa as to what had become of the coolies; however, I promised to proceed to Whampoa that night and examine (with the mandarins) into the matter, and bring up all the coolies I could find on board American vessels lying at Whampoa, but was detained that evening in consequence of the custom house steamer not being ready to start.

Captain Manton came to my office in the evening (Saturday 7th) and informed me that he had just arrived from Whampoa, and that he had brought up a *report in writing* from the senior custom-house officer, (or tide-waiter,) who had that day examined his ship. Enclosed please find a copy of Captain Manton's communication, marked A 3, also a copy of the customs officer's report, marked A 4. The purport of our conversation I will here give in general terms:

Captain Manton, you cannot have your (ship's) papers until you produce the coolies which were on board your ship when I, in company with the mandarins, examined her.

Captain M. I cannot produce what I have no control over, and what I have never had under my control. Furthermore, I have never been responsible for them in any manner, shape, or form; they never belonged to me, as I never gave a receipt for them, and I give you my word and honor that they (the coolies) were under the direct control, orders, and supervision of Mr. Vargas; I therefore, as the consignee of the ship, demand my papers from you.

Mr. P. You must produce the coolies.

Captain M. How can I produce what I have not, and have never had?

Mr. P. You have rice in your vessel, which you cannot take out of the country.

Captain M. Well, I am willing to discharge or sell that, and to pay all duties on the rest of the goods which are in my ship; and having now acted fairly and honestly with the Chinese government, having even paid tonnage dues against my will, and am ready to settle all accounts for which I and my ship are responsible, I therefore request that you will demand of the customs my clearance, and give me my papers, not allowing them to detain me any longer upon *mere suspicion*.

Mr. P. Well. I shall refer the matter to Mr. Ward on Monday.

Captain Manton then took his leave.

Sunday (January 8th) I went down to Whampoa and saw the captains of the different ships.

Captain Manton, of the "Messenger," stated in writing, as per enclosed marked A 5, "that he had no coolies on board of his vessel." In like manner Captain Montgomery, of the "Pioneer," as per enclosed marked A 6. But the captain of the "Governor Morton" informed me that he had ninety-five coolies on board his vessel. I

told him he must deliver them up to the mandarins, which he did, and they are now in the governor general's yamun awaiting examination.

It is impossible for your excellency to imagine how much I have been harassed and troubled since American ships commenced collecting coolies at Whampoa.

I have received many petitions from the relatives and friends of the coolies on board, and have always *invariably* given orders to Mr. Blanchard to discharge any coolie he may discover on board any American ship against his own free will and consent.

The course which I have had to pursue in this business has been a most delicate one.

Many persons of different nations have been interested in the cargo of the "Messenger" and other American vessels collecting coolies at Whampoa, and I can conscientiously say that, in all my official course in regard to this coolie traffic, I have endeavored to do my duty.

Hoping that your excellency will sustain me in the course I have thus far pursued in the matter, I remain, sir, your most obedient servant,

OLIVER H. PERRY,
United States Consul.

His Excellency JOHN E. WARD,
Minister Plenipotentiary, &c., &c., &c.

A 1.

[Translation.]

Laú, governor general of the Two Kwangs, &c., &c., makes a declaration with all speed.

Reports have reached me to the effect that there is an American vessel named the "Messenger," at Whampoa, with several hundred pigs (kidnapped men) on board, who have not been inspected by any Chinese deputed officer.

This vessel is to sail this evening or to-morrow morning. I therefore hasten with all speed to communicate with you.

It is my duty to request that you will take measures to detain this vessel, in order to the examination of all the pigs (kidnapped men) on board, with the inquiry whether they are willing or unwilling to emigrate, after which inquiry the proper measures can be taken in either case. The vessel being American, the responsibility rests upon yourself as consul of the United States. If she be not detained, it will be impossible, after her departure, to investigate the cases of those on board; and I apprehend that hereafter numerous petitions will be presented, after investigation has become impossible—a state of affairs which could not be agreeable to yourself.

I have written to the hoppo of Canton, who will co-operate in this matter, and now communicate to yourself the necessary despatch.

HEEN FUNG, 9th year, 12th month, and 10th day, (January 2, 1860.)

O. H. PERRY, Esq.,

Consul of the United States at Canton.

True copy :

J. MITCHELL.

A 2.

[Translation.]

Laú, governor general of the Two Kwangs, makes a further declaration.

JANUARY 2, 1860.

On the 8th of the present month (December 31, 1859,) petitions were received from men of the Chinese people, stating that numbers of honest men have been kidnapped by villains, who take them to Whampoa to sell as pigs (coolies) on board of vessels of different foreign nations, &c.

I at once communicated with you requesting you to co-operate with Chinese officials, accompanied by men capable of pointing out vessels on board which pigs (coolies) are bought, to go with them, investigate the matter, and bring back such men and to examine and to set them at liberty.

The officers deputed have now returned, and report that they proceeded to your residence with my declaration. Finding you, however, absent on official business, unable to have an interview with yourself, they proceeded to Whampoa, and went with your vice-consul there on board three American vessels and discovered six kidnapped men, who were brought back.

In addition to these are many tens of Chinese on board such of the vessels ; in some cases upwards of one hundred ; and, judging from the circumstances that came under their notice, it would appear that there are many who are unwilling to go abroad.

The vice-consul having objected to enter on an investigation with a view to the giving up of all these coolies, the officers were unable to examine all in detail. There is, besides, an Oldenburg vessel, on board which there are already many tens of Chinese, none of whom have been submitted to examination.

Now, with reference to the affair of hiring laborers, I have already stated that it is not convenient to have receiving ships at Whampoa, as the prevention of kidnapping is, under such circumstances, most difficult.

I have already sent you a declaration stating that kidnappers have been emboldened hitherto to carry on their lawless trade by having receiving ships to retire to.

I find that no cases of this crime occurred before these vessels an-

chored at Whampoa; and there can be no doubt that the schemes of kidnappers were the offspring of the receiving ship system.

But, further, such a vessel at Whampoa would be like anchoring her out at sea, and would give an ever increasing impulse to the plots of these vagabonds for decoying people. The place is an out-of-the-way one, where it would not be easy for Chinese and foreign officials to conduct investigations, and kidnappers are very numerous at present.

An official, deputed by me, released there, some time ago, forty-one persons who had been kidnapped, and made prisoners of thirty-six kidnappers; whereupon I beheaded eighteen of the most guilty. Indeed, it is but too apparent that the whole country swarms with these wretches; and were a receiving ship established I very much fear that we could not put a stop to the old practice, and that the kidnapping of poor people, forced into an unwilling contract, would injure the plans which both you and I wish to devise for putting an end to the evil. This would be most deplorable; rather let the regulations of the office at Canton be generally adopted.

Now the officers deputed by myself have returned, and report that three receiving ships are still stationed at Whampoa, which is not in accordance with the spirit of my late declarations. Besides, it is perfectly impossible that I, the governor general, having a due regard to the protection of Chinese subjects, can allow two or three hundred Chinese to be taken abroad by foreigners without having been first examined by Chinese officers, to ascertain whether they are desirous to go abroad or not.

The equitable manner in which the government of the United States has hitherto acted is an assurance that they also will not suffer this to take place.

I have now especially appointed additional civil and military officers to proceed to the spot and take the matter in hands.

In addition I have ordered that all the Chinese on board the Oldenburg vessel, which has no consul, shall be brought up in full for examination; and in the case of the American no different method should be adopted. I accordingly forward the despatch in order that on receipt of my declaration you may at once co-operate with the officers whom I have deputed and proceed to Whampoa, examine all the men on board the three American vessels not previously examined by the authorities, and deliver them in full, to be brought by the officers to the city for the examination of each in detail, that it may be seen whether they are willing or not to go abroad; after which the proper measures can be adopted in either case in order to adhere to the spirit of my previous declaration, viz: act in conformity with the existing amity and peace. Thus we may avoid the presentation of petitions in numbers by the relatives of Chinese subjects after the possibility of investigation has passed away, and may put a stop to the evil of kidnapping—a most important matter; wherefore I despatch this declaration.

H. PERRY, Esq.,

United States Consul for Canton.

A 3.

CANTON, *January 7, 1860.*

DEAR SIR: The American ship "Messenger" lies below the first bar at Whampoa with all her crew on board and ready for sea. As her consignee I have applied to the customs for a clearance, which, after having paid tonnage dues and submitted to the examination of the ship by the inspector of customs, a copy of which is herewith enclosed, has been refused me.

The matter now is beyond my control and I ask your interference, that the property of Americans be no longer delayed in the ports of this empire and subjected to so much trouble and expense from mere *suspicion*.

Very respectfully,

BENJAMIN D. MANTON.

O. H. PERRY, Esq.,
United States Consul.

A 4.

WHAMPOA, *January 7, 1860.*

I, the undersigned, senior tide-waiter at Whampoa, have examined the ship "Messenger," and find that with the exception of the under-mentioned list of stores, the ship to be without cargo, and has no coolies on board:

Water.....	77,241 gallons.
Wood.....	661 piculs.
Salt fish.....	274 boxes.
Tobacco.....	12 boxes.
Tea.....	12 boxes.
Sugar.....	6 boxes.
Vinegar.....	5 casks.
Oil.....	20 barrels.
Bread.....	45 bags.
Green peas.....	37 bags.
Soap.....	2 bags.
Salt eggs.....	9 tubs.
Molasses.....	22 jars.
Pickles.....	682 jars.
Rice.....(1,535 bags,)	24,786 pounds.
Salt provisions.....	60 barrels.
Yams.....	49 bags.
Sweet potatoes.....	32 bags.
Pumpkins.....	413
Sincemase.....	40 bags.

J. H. SMITH.

A 5.

WHAMPOA, *January 8, 1860.*

In answer to your interrogatory, I have to state that there are no coolies on board my ship.

Respectfully,

BENJAMIN D. MANTON,
Master ship "Messenger."

O. H. PERRY, Esq.,
United States Consul, Canton.

A 6.

WHAMPOA, *January 8, 1860.*

In answer to your interrogatory, I have to state that there are no coolies on board my ship.

Respectfully, your obedient servant,

J. S. MONTGOMERY,
Master of American ship "Pioneer."

O. H. PERRY, Esq.,
United States Consul, Canton.

[Enclosure No. 6.]

LEGATION OF THE UNITED STATES,
Macao, January 11, 1860.

SIR: I have this day received your communication of the 10th instant, in relation to the removal of coolies from the "Messenger," and the consequent refusal of the grand chop by the custom-house.

I have also received a communication from the governor general upon that subject, to which I am now preparing a reply, and will write you more fully by the next mail. In the meantime you will give all the aid in your power to the Chinese authorities to prevent the kidnapping of coolies under the pretence of shipping emigrants; and, until further instructed, you will withhold the papers of the "Messenger" and all other vessels engaged in shipping coolies contrary to the rules established by the Chinese authorities, and not permit her to go to sea.

Very respectfully, your obedient servant,

JOHN E. WARD.

OLIVER H. PERRY, Esq.,
Consul of the United States for Canton.

[Enclosure No. 7.]

LEGATION OF THE UNITED STATES,
Macao, January 16, 1860.

SIR: Your despatch of the 10th instant, informing me of the conduct of Captain Manton, commanding the American ship "Messenger," has been received.

Your conduct, in refusing to Captain Manton the papers of the ship "Messenger" until he shall have obtained the certificate of clearance from the hoppo or superintendent of customs, meets my entire approval.

By a letter received from the governor general, I learn that this certificate of clearance is withheld because of the non-compliance of Captain Manton with the rules and regulations made by the governor general in relation to the shipping of coolies from the port of Canton. With those rules and regulations Captain Manton and all other American captains must comply.

Very respectfully, your obedient servant,

JOHN E. WARD.

OLIVER H. PERRY, Esq.,

Consul of the United States for Canton.

[Enclosure No. 8.]

Laú, governor general of the Two Kwangs, and president of the board of war, deputy censor, &c., &c., sends a communication.

The United States consul at Canton requested, some time ago, that something might be done to regulate the hiring of laborers and shipping them on board the ships anchored at Whampoa; for the case is, that latterly the reckless crimps, who have gone about the country beguiling and seizing the peaceable inhabitants, have all depended on these depot ships at Whampoa and its neighborhood to receive them, and thus the ships furnish a convenience to these kidnappers beyond the reach of justice, and where they think there is nothing to fear.

Now, the anchorages about Whampoa lie out to seaward, and these depot ships shift their position, while the contrivances and guile of the crimps who seize their countrymen are hard to be understood or prevented. Thus native and foreign officers are alike foiled in trying to circumvent these proceedings. In order, however, to check the evils of kidnapping, it has been deemed best to open public places at Canton itself. Regulations have been issued for their management, approved by the English and French, and also made known to Mr. Perry. Why has he not generally promulgated them, and required his countrymen to obey them? For a month or more the American ships at Whampoa have been constantly receiving coolies on board privately, and the people are continually coming to my office in great numbers with petitions, complaining that their sons, nephews, and brothers have been beguiled by crimps, and carried off to the Ameri-

can ships at Whampoa, where they are brought and then held in confinement between the decks.

I have repeatedly sent officers to Mr. Perry, to confer with him upon this subject; and they have also gone together to Whampoa to examine for themselves, and ascertain the number of Chinese on board. The consul informed me that the ship "Messenger" had 578 men in her, and visited me on the 4th instant to consult respecting them, when it was decided that they should all be brought to Canton, to be examined as to their willingness to go.

In two days, however, he came again to see me, and told me that the Chinese on board, having heard that they were to be taken out, had left the "Messenger" for another vessel, and he did not know where they had gone. A strange discrepancy, truly, in his statements! He mentioned, however, that he was going to Hong Kong to see your excellency about the affair, and get instructions how to act.

I have since learned that on the night of the 6th the small steamer "Mele" took out 200 men from the "Messenger," and carried them out of the port.

My wish has been not to trouble your excellency about this business, for the consul will no doubt fully inform you of all the particulars. I enclose copies of the six communications which have been sent to him in relation to it, for your examination. I confide in your sense of justice in relation to such conduct, and doubt not but that you will instruct the consul to order the four masters of the American ships, who are now forcibly detaining Chinese on board their vessels, charged with no crime, to bring every man to Canton, and likewise compel the steamer "Mele" to bring back the 200 whom she took out of the "Messenger" to this city for examination. This procedure will be conformable to treaty stipulations, and accord with the regulations lately issued regarding hiring laborers. I will then, likewise, issue a proclamation to the people, to the effect that foreign nations have not violated their obligations and all the principles of justice.

I have the pleasure, in availing myself of this opportunity, to wish your excellency the enjoyment of every happiness.

His Excellency JOHN E. WARD,
*Envoy Extraordinary and Minister Plenipotentiary
of the United States of America.*

JANUARY 8, 1860.

[Enclosure No. 9.]

LEGATION OF THE UNITED STATES,
Macao, January 12, 1860.

The undersigned, envoy extraordinary and minister plenipotentiary of the United States, has the honor to acknowledge your excellency's despatch of the 8th instant, in relation to the conduct of certain Americans at Whampoa; and he begs to assure you, that the conduct

of the bad and reckless men who have been engaged in stealing the people of China and putting them on board ships at Whampoa, receives no support or sympathy from him.

He has instructed the United States consul at Canton to render all the aid in his power to the Chinese authorities in enforcing the judicious regulations which have been made for the purpose of preventing kidnapping, under the pretence of obtaining laborers to send abroad, and not to allow any coolies to be placed on board any American vessel at Whampoa except by their permission. If at any time, contrary to these directions, coolies are received on board there, he is to proceed thither immediately with the Chinese officers and release them; and his earnest co-operation in this and in carrying out the regulations may be depended on.

In relation to the coolies who were on board the "Messenger," the undersigned has instructed the consul to use his best efforts and aid the Chinese authorities to ascertain where they have been sent, and to have them returned on board, if possible; and until this has been done, that the men may be examined as to their willingness to emigrate, he is to withhold the ship's papers and not permit her to go to sea. No American vessel will be permitted to leave any Chinese port with a single native on board who is taken by force or fraud.

The undersigned desires to conform to the stipulations of the treaty, and have the regulations issued at Canton regarding the hiring of laborers strictly enforced. He learns that the coolies taken from the "Messenger" are claimed by a man not an American, and over whom he has no control, and he cannot say how far it may be in his power to have them returned. The captain pretends that they were taken from his ship without his authority or consent. The case is now undergoing careful investigation, and it is hardly necessary to assure your excellency that the undersigned desires to co-operate in preventing kidnapping natives, and to bring to justice the wicked men of any nation engaged therein.

It is necessary to add, that American ships carry those laborers under their contracts with foreigners of other countries, who charter the vessels. Over these men, therefore, he has no control; but he has instructed the consul to carefully see that the ships observe all the rules of the port, especially those in regard to the engagement of laborers.

The undersigned has the honor, in making this reply, to wish that your excellency may enjoy every happiness.

JOHN E. WARD.

His Excellency LAÚ,

Governor General of the Two Kwangs, &c., &c., &c.

[Enclosure No. 10.]

Laú, governor general of the provinces of Kwang-tung and Kwangsi, a deputy censor in the censorate, &c., &c., herewith sends a reply.

I had the honor to receive your excellency's communication on the 14th instant, in which you mention, in reference to the coolies who

had been taken from the ship "Messenger" to another vessel, that you had ordered the consul to assist [the Chinese authorities] in seeking for and bringing them back on board of her, and until this had been done the ship's clearance and papers are to be retained, and she is not to be permitted to leave port; and, further, if any American vessel is known to retain Chinese on board by force or fraud, such vessel is not to be allowed to leave the port. This will show that treaty stipulations are to be maintained, and at the same time compel every one to adhere to the regulations which have been established for the examination of laborers at Canton itself. I am much gratified with the tenor of your excellency's despatch, in which the obligations of a treaty are honored, and a desire shown to manage this affair with equity and candor.

However, in reference to the observations that you do not know whether the hundreds of men taken from the "Messenger" can be brought back or not, and that her captain declares that they were taken from his ship by force, by people of another nation, without his consent or authority, and whom he could not stop, I can but compare them with other parts of the present despatch. The Chinese who were beguiled on board that ship by crimps were ordered, on the 2d instant, by me, through the co-operation of the United States consul, to be brought up to Canton to be examined; and that officer came to my office on the 5th, and personally told me that there were five hundred and seventy-eight Chinese detained on board. I accordingly, at that interview, deputed officers to go down with them and examine as to this fact. The whole number could then have been brought to this city, and Consul Perry said that he would order the captain of the "Messenger" to do so.

By whose will was it, then, that that very night, in disobedience to these orders, this captain of the "Messenger" weighed anchor and went some miles down the river, got a small steamer, and sent some hundreds of these kidnapped natives in her to a distant place? If, as it is averred, the kidnapped natives were taken from the "Messenger" without the captain's wish, by persons of another country, was it also without his wish that he got up his anchor on the night of the 5th, in violation of the consul's orders, and went down the river? Was it with like unwillingness that, in the darkness of night, he employed the small steamer to carry off these poor men, thinking that nobody would know about it? I think, for myself, that he was in league with these people of another country, and I am also of opinion that his conduct will not bear your excellency's scrutiny.

I have also heard that the American ships "Governor Morton," "Pioneer," and "Kitty Simpson," on that same night sent away several kidnapped Chinese detained on board to other places; but it has been my impression heretofore that the captains of ships always had the entire control of whatever took place on board their vessels. If, then, the captains of these ships would not allow foreigners of other countries to forcibly put anything on board without their consent, I suppose they would not consent that the foreigners should carry it off without their permission.

In taking these natives on board their ships, and in secretly sending

them away on the night of the 5th, these captains have all violated the regulations of the port, and they are themselves fully amenable, even if other foreigners did carry off the natives, and they cannot thus lay the blame on others.

I shall expect that the consul will retain the papers of all these four ships, and not let them depart; and then the foreigners who have carried off these natives from them will not be able to carry them far, but be obliged to bring them back on board the ships. I will then have the number all brought to Canton for examination by proper officers, and this will settle this affair.

I trust that your excellency will enjoin upon the consul that such proceedings be now taken as will effectually accomplish this, and in sending this reply beg to offer my respectful salutations.

His Excellency JOHN E. WARD,
*Envoy Extraordinary and Minister Plenipotentiary
of the United States of America to China.*

JANUARY 17, 1860.

[Enclosure No. 11.]

JANUARY 23, 1860.

The undersigned has the honor to acknowledge the receipt of your excellency's communication of the 17th instant.

Having manifested his determination to your excellency to see that the rules and regulations made for the port of Canton, consistent with the treaty, are observed by all American captains and citizens, the undersigned is surprised at the tone of your excellency's communication in relation to the coolies said to have been taken from the American ship "Messenger." Over the persons now in possession of those coolies he has no jurisdiction or power; they are not American citizens. If, upon investigation, it shall appear that the captain of the "Messenger" has aided foreigners of other nations in sending kidnapped coolies, taken from his vessel, to distant places, he has violated the laws of your port and must be punished; but for the return of the coolies you must look to those who now have control over them.

The undersigned again repeats, he will not permit any American vessel to leave the port with kidnapped coolies on board; but if any vessel has faithfully and honestly accounted for all the coolies which may have been on board there is no longer any reason why she should be detained, and the undersigned would not permit this to be done.

The undersigned has ordered the American consul to retain in his possession the papers of all the vessels named in your excellency's despatch until he shall have an opportunity of examining personally into this whole business, when he trusts he may be able to agree with your excellency as to the course which should be pursued.

It is his intention to see that the stipulations of the treaty are faithfully observed by all American citizens, but it is equally his determi-

nation to see that impossibilities are not required of them, and that no acts of oppression are exercised towards any one of them.

The undersigned hopes to be in Canton on the 30th of this month, when it will be his earnest endeavor to arrange these matters to the entire satisfaction of your excellency. Immediately on his arrival in Canton he will inform your excellency, and will then hope to have a personal interview.

JOHN E. WARD.

[Enclosure No. 12.]

LEGATION OF THE UNITED STATES,
Macao, January 12, 1860.

SIR: Since my arrival in Macao I have received a letter from the governor general, and also a statement from Mr. Perry, in relation to the conduct of Benjamin D. Manton, master of the American ship "Messenger," as connected with the coolie traffic. Unless prompt and decided measures are taken by the American authorities against such reckless and lawless men, we cannot hope to preserve friendly relations with the Chinese government.

Some time since the governor general informed me that, to prevent the kidnapping of the Chinese people, he issued an order that all laborers who desired to emigrate from China should be shipped at Canton, that the government might have an opportunity of ascertaining whether they went willingly or unwillingly. In defiance of this order, coolies were constantly received on board the "Messenger" at Whampoa. When she was about to sail the governor general sent officials, with an interpreter, to ascertain if there were any on board who had been kidnapped. The interpreter was an Englishman, and Captain Manton refused to allow him to interpret. The governor general then made an agreement with Mr. Perry that the coolies should be brought up to the city, when he would have a house prepared, and where, in numbers of twenty and twenty-five, they might be taken on shore to be examined, when all who were willing to go should be returned to the ship.

When Mr. Perry went down for these coolies he found that they had all been sent out of the ship, the captain declaring that he was unable to produce them. It is ascertained that they have been taken by a steamer called the "Mele," which flies the American flag, but, I learn from Mr. Perry, has no American papers. The only object of the governor general, it seems to me, has been to prevent the abducting of innocent Chinese against their will.

The captain, from the facts submitted to me, has been the aider and abettor of kidnappers, and practiced himself deceit and fraud.

I have instructed Mr. Perry not to give him his papers until he has received his clearance at the custom-house. This he cannot do without returning the abducted Chinamen, and this he ought to be made to do.

Mr. Perry has expressed to me the apprehension that he would go to sea without his papers. Should he do this, our national position with the Chinese would certainly be most seriously compromised, and I can only prevent it through your interposition. She is now, I understand, lying outside the bar at Whampoa. I earnestly request, therefore, that you will take such steps as will prevent the vessel's going to sea until she is authorized to do so.

I must also beg you to have the steamer "Mele" examined, that her national character may be ascertained, so that we may either take our flag from her, if she is entitled to carry it, or adopt such measures as will prevent its being dishonored.

I have the honor to be, very respectfully, your obedient servant,
JOHN E. WARD.

Flag-officer CHARLES B. STRIBLING,
United States steamer "Hartford."

[Enclosure No. 13.]

MACAO, December 18, 1859.

MY DEAR SIR: I trust that you have safely reached Hong Kong, *en route* to Manila, and I almost reproach myself for intruding upon your excellency's purpose of pleasure in the visit with an intimation that I have recently rescued another kidnapped man, Chun Amok, whose old mother came and stopped at my house three days. He had been on board an American ship at Whampoa, which gave color to my application for an official order from the procurador to search for him. He tells me that he tried to leap overboard at Whampoa, but was caught and threatened with death if he again attempted it. He also says that, out of about fifty men in the barracoon with him, there are several who have property and families. He having returned to Canton, I expect applications from their relations for my intervention for their release in a few days.

I see no effectual means, however, to prevent the compromise of our flag in these atrocities, but in making the search of each ship, on the eve of departure, imperative upon the respective consuls; that is to say, that every "coolie" (so called) shall be interrogated, and all who have been deceived released.

The ship (or charterer, for it will virtually come from the latter) to pay the consul \$2 for himself and his interpreter, and \$1 for a fund to assist the deceived back to their homes.

If your excellency thinks the rescued men could be claimed without returning the outlay of the charterers upon them, the refusal of such repayment would be a still more effectual check to these enormities; but it may be doubted if the Portuguese courts would release such men from obligations contracted before the local authorities, according to their forms, so that a fund to provide for the deficiency of means on the part of relatives to redeem the kidnapped and inveigled, would be necessary here at least.

As I long ago requested the Secretary of State to consider my resig-

nation of the consulate here definite, as before intimated to your excellency, I have no delicacy in suggesting a fee to the consul.

It has only just occurred to me to allude to this vexed matter again, so that I write somewhat hurriedly for this steamer late at night.

I avail of the occasion to fulfil my promise to send your excellency the translation of the speech of the King of Siam to the governor general of Macao.

I am, my dear sir, yours faithfully,

GIDEON NYE, JR.

His Excellency Hon. JOHN E. WARD, &c., &c.

[Enclosure No. 14.]

CONSULATE OF THE UNITED STATES,
Macao, November 28, 1859.

SIR: The consideration of your excellency has no doubt already been directed to the general subject of the evils of the coolie traffic, but since some of these evils are incidental to and inseparable from the nature of such dealings with a people so constituted and so situated in respect to foreigners as the Chinese, there has arisen a contrariety of opinion respecting the extent and gravity of actual abuses and premeditated wrongs, I deem it my duty to bring to your special cognizance, as strikingly illustrative of these abuses, the circumstances of a case of grievous wrong to respectable Chinese, in which American citizens were becoming participants, when my intervention rescued the victim from the ship "Norway" on the morning of the 26th instant.

Upon perceiving the importance of the case and the value of the man's testimony, I conceived the purpose of a fuller examination than my regard for the sufferer's fatigue permitted me to make in the first instance, before your excellency, with the assistance of Dr. Williams as interpreter; and as he intimated the intention to return to his family at Canton, by the steamer "Spark," on her next trip, I postponed a second examination with the expectation that you would reach this place in the meantime.

As, however, he did not understand my purpose, he left with his younger brother, who had come here seeking him, for Hong Kong, owing to a summons from an older brother there. This is not, perhaps, important, since I have his address already, and know where to find some of his relatives also. Indeed the essential points in elucidation of the question of the wrongs inflicted upon the Chinese, and of the participation of Americans therein, are already covered by my minutes of what he told me immediately after his rescue, which I now proceed to state.

I should premise that the information upon which I acted, in the search for this man, came from another Chinese who had escaped or been released, (the hypothesis in regard to him having light cast upon it hereafter,) from the barracoon in this city, and it was of the following purport, namely: That he, "Sae Qui Wing," a native of Shun Tuck district, but now from Canton, had been lost four months; that

he had been in the baracoon of ———, in this city, and being ill had not been shipped off.

I was at the same time applied to in behalf of another man, the former horse-boy of the crown solicitor of Hong Kong, Mr. Cooper Turner, of whom there was no distinct trace, but who has since been found at a barracoon here.

I ascertained that during the previous forty-eight hours about 1,000 Chinese had been sent on board the American ship "Norway," already mentioned; and after sending my deputy twice in search of her captain, I addressed to him the following letter:

CONSULATE OF THE UNITED STATES,
Macao, November 25, 1859.

SIR: I am this morning applied to for the recovery of two men who have been lost, and one of which, at least, is believed to be on board your ship, he having been traced to one of the barracoons from whence your vessel has received coolies.

I request your best efforts in behalf of the bearers of this letter, who are the relatives of, respectively, *Say-Qui-Wing*, of the Shun Tuck district, 32 years of age, and *Ahsee*, a Hakka, of 22 or 23 years of age, for the return of their said friends to my office.

I shall desire to be fully assured that neither of these are on board before I can permit your ship to go to sea.

I am, sir, your obedient servant,

GIDEON NYE, JR.,

Vice-Consul of the United States of America for Macao.

Some subsequent steps, which it is not necessary to state, and which it might seem invidious to explain with particularity, since blame should not too directly attach to individuals, resulted in the rescue of this "Sae Qui Wing," whose story of hardship and all but miraculous escape from servitude I proceed to tell from his own lips.

Upon his presenting himself I at once recognized his face, as he told the interpreter he did mine. He said: "I am 'Sae Qui Wing,' a native of the Shun Tuck district, but my home is at Canton, where my wife, a son three years old, and a daughter seven years old reside, at the Tai-ping-sha. I was in the employ of the department of the customs, and it was my duty to assist in the examination of the cargoes of vessels. I knew several of the linguists."

This explanation of his former employment at once accounted for our having seen each other before.

Since he left for Hong Kong, I learn from a friend of his where he lodged the other day, that he had attained one of the lower mandarin ranks, represented by a white button.

"But how, then, did you get into a coolie ship?" I asked.

He replied: "I went from Canton to Fatshau about four months ago, and, getting belated so that the large passage boats of the day had left, I took a small boat in company with two other persons wishing to go to Canton, and whilst sleeping we were all carried to Whampoa; when, discovering that I had been kidnapped, I offered the boat people fifty taels to release me, but they said: 'No, you will inform the

mandarins against us; you must go in the foreign vessel.' Afterwards the foreigners gave us \$6 each to gamble with to gain our liberty, as they said, if we had luck; but it was all a deception, their purpose being to amuse us with the fable.

"While still on board the foreign ship I was severely hurt on the back of my head, which, as you see, is still sore, by falling during a tyfoong; and I had my tail cut off, by recommendation of a Portugese keeper, in order to admit of the more ready healing of the wound. I have been ill for some time in consequence of the fall."

(A fortunate circumstance, perhaps, to him, as otherwise he would probably have been shipped per "Flora Temple," just lost with 850 coolies in the Chinese sea.)

"I have been in Macao nearly three months, at the barracoon of ———; about two months ago many men were sent from it in some ship then leaving." (The "Flora Temple.")

"Before sending the men, all are mustered in the large room or compound, and the keeper cries out that those who are willing to go are to take one side and those not willing the other. Then the unwilling ones are flogged into acquiescence; I was so flogged myself. There were men of family and men of literary pretensions among the captives. These were most reluctant to go and were most flogged. Men among them told me of their having houses and land of their own—of their having no need to labor. On one occasion there were four or five of the most reluctant flogged until nearly dead, and then put into a sick room and fed on congee for weeks. One of these escaped or was purposely sent away, and he it was who told my family where I was. Others, in their despair, committed suicide with opium, and others hung themselves.

"Many had begged to be allowed to write to their friends to raise the money for their ransom, but were told that there was no one there to write for them."

On the morning of this rescue, when first sought he was asleep, from having been unable to sleep the night before until 3 to 4 a. m., at the thought of being carried away from China, so that but for the second search he would not have been rescued.

He is full of thankfulness to those who were instrumental in saving him to his family and country, and I am under great obligations to a countryman of ours here for the faithfulness of the last search, who, being absent at the moment, I do not name, lest he should not care to have his name appear officially.

Submitting this case as indicative of the great moral wrong involved in the coolie traffic, I have no need to suggest the great political dangers which are the natural consequence, since they directly invoke the exercise of the wisdom of your excellency to avert from our country and our flag alike dishonor and positive danger.

I have the honor to be, with great respect, your excellency's obedient servant,

GIDEON NYE, JR.,

Vice-Consul of the United States for Macao.

His Excellency Hon. JOHN E. WARD,

Envoy Extraordinary and

Minister Plenipotentiary of the United States.

Mr. Ward to Mr. Cass.

[Extract.]

Official, No. 4.]

LEGATION OF THE UNITED STATES,
Macao, February 24, 1860.

SIR: I have the honor to inform you that by the first boat from Macao to Canton, after the physician had ceased his daily attendance upon me, I left for the last-named place, to extricate the three American vessels from their difficulties, as reported in my last despatch.

On my arrival in Canton I received from the governor general a communication, a copy of which I herewith send, (enclosure 1 *a.*)

The day after its receipt I had a personal interview with him in the city of Canton, the particulars of which, as taken down by Dr. Williams, I herewith send, (enclosure 2 *a.*)

The mixed government of Canton rendered all negotiations upon this subject both difficult and delicate. The horrors of this coolie traffic, as conducted at Whampoa, cannot within the limits of a despatch be properly described. The usual mode of operating seems to be to charter at once three or four vessels and send them to Whampoa, having first arranged the order in which they are to leave for Canton.

When a Chinaman has been kidnapped or stolen, he is taken to the first vessel and asked if he wishes to emigrate. Should he answer in the negative, the captain, with great apparent honesty, declares he cannot receive him. His captors then leave the ship with him, and he is held in the water, or tied up by the thumbs, or cold water is trickled down his back, or some other torture inflicted, until he consents to go, when he is taken to the next ship, and the same question repeated, "Are you willing to emigrate?" If his reluctance to become an exile is still unsubdued, he is again returned to his captors, and this process repeated until a consent is wrung from him, when he is received as one of the "willing emigrants." When the consul visits the ships to examine into their condition, they are questioned under the painful recollection of what they had already suffered, and what they must still endure if a ready assent to emigrate is not given. I herewith enclose the copy of a letter from the Rev. Mr. Preston, one of the most estimable American missionaries at Canton, (enclosure 3 *a.*)

It is a matter of great satisfaction to me to report to you that no American merchant will be engaged in this trade, or even in negotiating for a charter under which it is to be conducted, but on the contrary, when the captain of a vessel consigned to any one of them desires to obtain a coolie charter his accounts are at once closed, and he is turned away. Unfortunately ready agents are found among the English and other merchants of Hong Kong.

Mr. Consul Perry has used every exertion to prevent the disgrace from resting upon our flag, and deserves much credit for his untiring labors, but with no law to sustain him, he has been able to do but little.

The grievance has at length become intolerable to the people, and the governor general has been aroused to action by their constant appeals to him in behalf of a kidnapped father, husband or son, detained on board "a foreign ship." At Canton, rewards have been again offered for the heads of foreigners. It was under these circumstances that mandarins were sent with Mr. Perry to examine the coolies on board the "Messenger," about the 1st of January last.

The conduct of Captain Manton I have already represented to you. I could not shrink from the duty which seemed to rest upon me of sustaining the orders of our own consul, and of the governor general, both of whom had been openly defied by the removal of the coolies after an arrangement had been made by Mr. Perry to have them taken up to Canton for examination, under the frivolous pretext that he had no control over them; yet in doing this I was unwilling to place them under the jurisdiction of the allied commissioners who now hold possession of Canton. Immediately on my arrival at that place, I had an interview with Mr. Parkes, one of the allied commissioners, and said to him that I could not permit the coolies on board the American ships to be brought up to Canton for examination, if any jurisdiction over them whatever would be claimed by the allied commanders or commissioners. That if they were brought up, it must be with the distinct understanding that they were to be examined only by the American and Chinese officials, without the slightest interference on the part of the allied powers. After a consultation with his colleagues and the allied commanders, this consent was given, and I then addressed a letter to the governor general, a copy of which I herewith [send,] enclosures 4 *a*, and his reply, 5 *a*.

Pending these negotiations, Captain Manton informed me that his ship had, in compliance with my orders, been brought back to her original moorings, and that the coolies were now subject to the order of the Chinese authorities. I herewith send you copies of his communications and my reply, (enclosures 6 *a*, 7 *a*, and 8 *a*.)

Immediately after the receipt of my reply Captain Manton called and requested me to see that the examination was properly conducted. I told him he must make that request in writing, and that Mr. Vargas, the owner of the coolies, must make the same request of Mr. Perry, or the American authorities would take no further interest in the examination. I send you a copy of these letters, (enclosures 9 *a*, 10 *a*, and 11 *a*.)

About two hundred and fifteen were brought up on Sunday, the 5th of February, by Mr. Vargas, in a steamer chartered by himself; the remaining number were brought up the next day by the Chinese authorities, in a steamer chartered by them. That there might be no undue influence exercised by the Chinese to induce the coolies to leave the ship, I required all those brought up Sunday evening to remain on board the steamer all night under the control of Vargas and his agents, and to be landed Monday morning in squads of fifty, and requested Dr. Williams to attend the examination, and see that it was properly conducted. I herewith send you a copy of his report, (enclosure 12 *a*.)

After the coolies had all been discharged under this examination,

Captain Manton received his papers and came to this place, where Vargas keeps his principal barracoons. These being under the Portuguese jurisdiction, the Chinese government can, of course, exercise no control over them, and having no authority under the act of Congress to prevent the receiving of coolies on board the American ships, three to four hundred were here taken by Captain Manton on board the "Messenger," which vessel sailed this morning for Cuba. A communication which I have just received from Dr. Williams, a copy of which I herewith send, (enclosure 1 b,) will illustrate the manner in which this cargo has been collected. The governor general of Macao, who is both a man of ability and humanity, has assured me that this coolie traffic in Macao shall hereafter be placed under very different regulations. The letter from Mr. Nye, a copy of which I herewith transmit, (enclosure 2 b,) may throw some light upon the character of the men engaged in this traffic.

Until I receive other instructions from you, every American ship will be required strictly to conform to all rules and regulations made by the Chinese authorities at all the open ports in China.

I herewith send you a copy of a communication from the governor general, enclosing me certain rules and regulations for the proper shipping of coolies with my reply, (enclosures 3 b and 4 b.) These rules are imperatively demanded by the condition of things now in China. Since October last more than one thousand lives have been sacrificed by this trade. In the "Flora Temple" eight hundred and fifty were shipped under a captain who seems, from all accounts, to have been much superior in all the elements of a man to his compeers in that traffic. In a few days after they were at sea they rose, and attempted to take the ship, and were subdued only after many of them had been shot. The ship was soon after lost, and they all perished. The brother of the captain, from whom Commodore Stribling and I received the account, told us that if his brother had known the circumstances under which most of them were shipped, and as they were made to appear from the examination of the mutineers, he would never have permitted his vessel to be engaged in the business.

The "Norway," another American ship, subsequently left with over one thousand; I have just received intelligence of the mutiny on board, to suppress which more than eighty were shot. At Swatow, the newly opened port, a vessel is now loading, and thirty in their efforts to escape, a few nights since, were drowned.

It was this traffic, as conducted by the French, which last summer so much aroused the Shanghai people, among the most peaceful inhabitants of China, as to seriously endanger the lives of all foreigners at that port. French vessels are now forbidden to take any coolies, except according to the regulations of the port of Canton and at that place.

During the month of January about twenty Chinese were executed in Canton, charged with stealing and kidnapping coolies for the American ships lying at Whampoa.

* * * * *

I have the honor to be, sir, your obedient servant,

JOHN E. WARD.

Hon. LEWIS CASS,
Secretary of State.

[Enclosure 1 a.]

JANUARY 30, 1860.

Laú, governor general of the Two Kwangs, &c., &c., herewith sends a reply.

I have had the honor to receive Y. E. despatch of the 24th instant, in which you inform me that in relation to the ship which had on board the kidnapped people, you have required the United States consul, in connexion with the Chinese authorities, to investigate all her proceedings and arrange the affairs equitably in conformity to stipulations of the treaty. In the same despatch you also observe, that you have required the consul to make the captains of all American vessels obey the regulations established at Canton for hiring laborers, so far as they are not opposed to treaty stipulations; and then remark, that the [my] reply is, in its tone, not altogether such as you expected after this declaration.

I have carefully compared these observations and find it difficult to reconcile them, to tell exactly what you refer to, or how to understand them. Again, you remark, that you have ordered the United States consul to retain the papers of the ships I mentioned, until he could personally examine into this whole business with the Chinese officers and agree as to the course to be pursued in respect to this affair.

It is certainly my earnest desire to arrange it with the consul, but to my repeated orders to him to this effect he has not replied; and even when he comes to my office to confer respecting the matter, his interpreter is not very clearly understood in what he says. Besides, there is almost certain to be some error or misunderstanding in personal interviews and arrangements; and I respectfully request that Y. E. will enjoin on the consul hereafter to make known his views in writing, which will probably be more conducive to a ready completion of affairs. As Y. E. is coming to Canton soon, we can confer upon this affair personally, and fully understand each other, to bring it to a conclusion in accordance with the fixed regulations and the principles of equity.

In sending this reply, I avail myself of this occasion of the new year to respectfully congratulate you.

His Excellency JOHN E. WARD,

*Envoy Extraordinary and Minister Plenipotentiary
of the United States to China.*

[Enclosure 2 a.]

At an interview between Laú, the governor general of the Two Kwangs, and Mr. Ward, accompanied by Commodore Stribling, Mr. Williams and Consul Perry, held at the yamun of the former, within the city of Canton, on the 1st of February, 1860, the affair of the "Messenger" and other American ships, whose captains had been charged

by the Chinese officers with attempting to carry off natives by violence, as coolies, was discussed.

Mr. Ward stated that he had come to Canton to see his excellency in order that this perplexing matter might be arranged without further delay.

There were four ships implicated in the business, three of which were chartered by Englishmen, and the other by Frenchmen. This last, the "Kitty Simpson," had delivered up the thirty-one men she had on board, and there was, therefore, now no reason for detaining her, and he wished her papers to be delivered.

Governor Lau replied that he was, of course, unacquainted with all the details of trade and shipping, but he could only look to the captains of these four vessels and hold them responsible for infractions of law committed on board their ships. He was much pleased to learn that there were no coolies detained in the Kitty Simpson, and her clearance should be granted to-morrow. He hoped, too, that he should be able to arrange about the other three.

Mr. Ward expressed his satisfaction at the governor's willingness to discharge the Kitty Simpson, and proceeded to explain that the other three vessels were all chartered by one house, and that all the coolies in two of them, the Governor Morton and Pioneer, had either been transferred to the Messenger, in readiness for her intended departure, or had been delivered up. As soon, therefore, as the whole number in the Messenger had been accounted for, these two ships would no longer be detained, and he should apply for their clearances to leave the port.

Of the four hundred and seventy-five coolies, who had been carried from the "Messenger" to Macao, twenty-five had run away there, and twenty-six given up by the Portuguese authorities to Chinese officers, who had passed their receipt of them. The remainder would all be on board the ship by to-morrow or next day; far more than two hundred had already been brought back. They should then be made ready for examination, wherever the Chinese authorities desire, in order to clearly ascertain whether they are willing to go or not, according to the terms of their contract, the United States officers being present to assist.

The governor said he had never seen the contract under which these men had been engaged, but if they were willing to go according to its terms he had no desire to detain them. He was placed as ruler over the people, and he desired to do all he could to put a stop to their being kidnapped or beguiled as they had been, and forcibly carried away to other countries.

Mr. Ward coincided in this desire, and reiterated his determination to allow no American ship to leave Whampoa, or any other port in China, carrying natives abroad against their will.

The governor expressed his gratification at the manner his wishes had been met, and assured Mr. Ward that measures would be taken to examine the coolies in the Messenger, so that no wrong would be done to any of them.

[Enclosure 3 a.]

CANTON, *February 3, 1860.*

SIR: In accordance with your request at our interview yesterday, I am happy to state, in writing, the substance of the opinions expressed at that time. The reasons for suggesting that coolies who are to be liberated be brought to Canton, will be obvious, after considering the mode in which they are, in many cases, obtained.

Parties wishing to procure coolies offer high prices, which tend to excite the worst passions of unscrupulous Chinese. Foreigners, not understanding the language, may be deceived, and become parties to a system utterly abhorrent to the simplest principles of humanity. It is evident from numerous depositions of Chinese in their courts, and from other sources of information, that people of the same village, partners in trade, and members of the same family, have held the unnatural relation of crimp and victim. In such cases the facts cannot be known except by the liberation and return home of the sufferer. Whampoa has unfortunately become the haunt of a most depraved class of kidnappers, who think lightly of adding the guilt of murder to a long list of horrid crimes. It has often been the case that coolies have been liberated only to suffer intimidation and torture from this class of people.

It has repeatedly been suggested to me by Chinese cognizant of the true state of affairs, that the liberated coolies be always brought to Canton. My own teacher, whose nephew was inveigled, and rescued only by the payment of a large sum of money, is earnest in urging the propriety of this course.

The conclusion cannot be avoided, that the knowledge of these facts, in their own experience, must lead many coolies to choose rather to remain aboard the vessel when examined, than incur the hazard of landing.

With great respect, I am yours, very truly,

C. F. PRESTON.

Hon. JOHN E. WARD, &c., &c.

[Enclosure 4 a.]

UNITED STATES LEGATION,

Canton, February 3, 1860.

SIR: I have the honor of informing your excellency that the coolies taken on the night of the sixth of January from the American ship "Messenger," and the other American ships in Whampoa, have been returned, and are now on board the ship Messenger awaiting the demand of your excellency, and the ship returned to the reach at Whampoa.

The ship "Governor Morton" having no coolies on board, and those which were on board of her, being a part of those to have been sent by the "Messenger," having now returned to that ship, there is no longer

any reason for withholding her clearance, and I have instructed the consul to make application at the Chinese custom-house for her grand chop. I request that you will order that it be granted. I have instructed the consul not to withhold her papers after twelve o'clock to-morrow.

I must again repeat to your excellency what I have before so often said, that in the coolies on board the "Messenger" no American citizen has any interest. That ship has been chartered by Lyall, Still, & Co., an English house in Hong Kong, to take coolies to Havana, a Spanish possession; the coolies being under the control, management, and supervision of Mr. Vargas, a Peruvian. Now, if, under this complication, your excellency will assume the responsibility of demanding those coolies as Chinese subjects illegally seized and detained, and will send your officers to Whampoa to have them brought up to Canton for the purpose of examination, the American consul will proceed with your officers to the ship and see them delivered into their hands, when the ship must be permitted to receive her grand chop, or her papers will not longer be withheld from her. In pursuing this course the Chinese authorities must assume all responsibility to the citizens and subjects of the different countries whose interests may be involved. If your excellency shall desire a fair and full examination on board the vessel before the coolies are removed, the ship is at your service for this purpose, and your officers shall receive every respect and courtesy, and I will instruct the consul to have delivered to them every coolie who is not willing to go under his contract after the same shall have been fully explained to him, and that I may be assured that this is faithfully done, Dr. Williams, the secretary of legation, and the next highest civil officer of my government in China, and speaking perfectly the Canton dialect, will be present with the Chinese officials to superintend the examination. If, however, your excellency will assume the responsibility of taking them from the ship without examination, they will be delivered to your officers on your demand made as before stated. As the ship has now been detained here at great expense by her inability to obtain the return of the coolies, I must request immediate action in the premises, for if the coolies are on board Monday morning, after this information now given to your excellency, I shall, to satisfy myself that no coolies are taken on board an American ship against their will, or without a full understanding of their contract, direct the examination to proceed under the supervision of Dr. Williams and the American consul, and upon its being certified to me that there are no unwilling Chinese on board the ship, I shall direct the consul to apply at the Chinese custom-house for the grand chop, and to detain the ship no longer. In the event of the last-mentioned examination it will commence at 12 o'clock on Monday, and I trust your excellency will have officers there to take their part in seeing that full justice is done to every Chinese subject, and that not one is detained against his will, or without a full knowledge and understanding of his contract.

I have the honor to be, with great respect, your obedient servant,
JOHN E. WARD.

His Excellency LAU,
Governor General of the Two Kwang.

[Enclosure 5 a.]

FEBRUARY 5, 1860.

Laú, governor general of the Two Kwang, &c., &c., herewith replies :

I had the honor yesterday to receive your excellency's despatch of the 3d instant, which reached me about three o'clock p. m., in which you inform me that the United States consul has reported to you that the coolies taken away, on the night of the 6th of January, from the American ship "Messenger" and other American ships at Whampoa have been returned. You further state : " If your excellency wishes the Chinese authorities to proceed to Whampoa to examine the coolies on board the ship as to their willingness to go in her or not, I will instruct the consul to proceed there with them to assist, and deliver to them every man who does not wish to go abroad as a laborer ; and in order that the coolies shall understand their contracts, and have no cause for doubt or suspicion, I have likewise requested Dr. Williams, the secretary of the legation, who understands the Canton dialect, to be present with the Chinese officers to assist in the examination, and see that it is equitably conducted ; or, if your excellency wishes to take the coolies back to Canton, they shall all be delivered to your officers to take away with them. As the ship has now returned to Whampoa, it is very important that this business be immediately attended to, in order that she be detained no longer than necessary at a great loss ; and therefore, if the Chinese officers have not come on board by the 6th instant to attend to this affair, I shall request the secretary of legation and the consul to proceed to her and examine the coolies themselves. When these officers have reported to me that there is not one native of China detained on board the ship against his will I shall instruct the consul to apply at the custom-house for her clearance."

At the interview which I had with your excellency on the 3d instant it was agreed that I should depute civil and military officers to proceed to Whampoa, and in concert with Dr. Williams, the secretary of legation, and Mr. Perry, the United States consul, to take all the coolies which had been brought back to the ship "Messenger" from Macao, and bring them up to Canton to the office of the Pwanyú district magistrate, where they could be examined jointly by both parties. It seems to me that the present despatch should have corresponded with what was agreed upon at our interview, for this business should be carried out according to that conference ; and this, too, would be agreeable to the regulations which I transmitted to Mr. Perry on the 21st of November last, and which I am confident it is the desire of your excellency to see conformed to in all their provisions.

The civil and military officers whom I have appointed to oversee this business rose at daybreak yesterday morning to attend to it, and would reach Whampoa about noon, where they will await the arrival of Dr. Williams and Mr Perry to act with them and carry out all the arrangements without delay before to-morrow. Though I have myself been obliged to wait more than a month for the action of American officials, and have not yet received a full reply to my communication

to Mr. Perry, I am most desirous to carry this matter to a completion without delay.

I beg to offer my respectful congratulations to your excellency as I send this reply.

His Excellency JOHN E. WARD,
Envoy Extraordinary, &c., &c., of U. S. of A. to China.

[Enclosure 6 a.]

WHAMPOA, *February 2, 1860.*

SIR: Your communication of the 27th ultimo, was duly received, and in answer I have to state that the ship "Messenger" is returned to her moorings in Whampoa, and that the coolies have all been returned on board her, and await the examination which the Chinese government exact. Will your excellency use your influence that it take place at an early period as possible?

I have the honor to be, your excellency's obedient servant,

BENJ. D. MANTON,

Master of Ship "Messenger."

His Excellency Hon. JOHN E. WARD,
United States Minister to China.

[Enclosure 7 a.]

THURSDAY AFTERNOON, 5 p. m., *February 2, 1860.*

SIR: The "Messenger" has now laid in this port nearly a year; the difficulties have been of long duration, and I know that having now induced the charterers to return these coolies, you intend that she shall have despatch.

But I have to state to your excellency that an attachment for debt has, but two days since, been laid upon the ship, and I have with difficulty just raised it, and she is now free. I do not expect any other demand until after the arrival of the next mail, and I pray your excellency that such despatch may ensue with the Chinese authorities that in the next forty-eight hours I may get our clearance and papers, so that I can leave Macao the coming week. I hear my owners have only suspended payment, and this freight, "if I am allowed to earn it for them," may be of material service to the house.

Having brought the coolies back as the Chinese demanded, the charterers are continually demanding my sailing from this. I have nothing to do with the examination of the coolies, they await the demand of the authorities, and I beg your excellency in view of these facts, that I may have my papers on Saturday. Anything that I can do to forward this, if your excellency will kindly advise me, I shall be prompt to do.

In this strait I know not what to do but to implore your excellency's assistance.

I am, your obedient servant,

BENJ. D. MANTON,
Ship Messenger.

His Excellency Hon. JOHN E. WARD,
United States Minister to China.

[Enclosure 8 a.]

UNITED STATES LEGATION,
Canton, February 2, 1860.

SIR: I have this moment received your two notes of this date. I am now in Canton at your request, to render you all the aid in my power. I certainly do not understand what you mean by my having induced the charterer to return the coolies. They were returned, as you are perfectly aware, by the order of the government of Macao, to which place they had been carried against the orders of the authorities of Canton. I have had no communication with the charterers upon the subject. Mr. Robertson, as the agent of Mr. Vargas, called on me in Macao to know if I had said that the coolies must be examined on board the ship if they should be returned. I told him I had not said so, and had no such power; that they must be examined in Canton, if the governor general insisted upon that place. He then asked if Mr. Parkes would be present at the examination, making very strong objections to it. I replied, he would not be present, and that the examination must be by the Chinese authorities. With this he appeared satisfied and left. I have now, for two days, endeavored to effect an examination, by which, alone, your ship can be relieved. The declaration in your note this evening received, "that you have nothing to do with the examination of the coolies," renders it impossible for me to take any part in the examination. As you are the only American citizen interested in the matter, and I have received no authoritative desire on the part of those interested in the examination to have me participate in the matter, I must simply say to the governor general that the ship is now at her original mooring with the coolies on board, and, as no American citizen has any interest in them, it is not my duty in any manner to interfere with the examination.

And having thus discharged my duty to the Chinese government, I shall then require that such disposition be made of the coolies on board as will give the ship a right to her clearance at the earliest possible moment; this she certainly could not have as long as she was in open defiance of the authority of the port.

Very respectfully, your obedient servant,

JOHN E. WARD.

Captain BENJAMIN D. MANTON,
"Messenger."

[Enclosure 9 a.]

CANTON, *February 3, 1860.*

SIR: I seize the first opportunity to disabuse the mind of your excellency from any assertion of mine, contained in my note of yesterday, relative to your "having induced the charterers to return the coolies," and would state that the impression I meant to convey was that I had done all in my power in inducing them to return the said coolies, and offered it as a reason that my ship should be cleared.

I would also add that I rely upon and ask your excellency's intervention in the affair of the examination of these coolies, that no undue influence may be used to prevent their giving their assent to fulfil the voyage and their contracts.

Thanking your excellency for your trouble in this affair, I have the honor to be your obedient servant,

BENJAMIN D. MANTON.

His Excellency Hon. JOHN E. WARD,
U. S. Minister, &c., to China.

[Enclosure 10 a.]

UNITED STATES CONSULATE,
Canton, *February 4, 1860.*

SIR: I have the honor to enclose a copy of a communication received by me from Mr. Robertson, agent of Messrs. Vargas & Co., requesting me to ask you to lend your kind intervention to procure a fair examination of the coolies before the Chinese authorities.

I have the honor to be your obedient servant,

OLIVER H. PERRY,
United States Consul.

Hon. Mr. WARD,
Minister Plenipotentiary, &c., &c.

[Enclosure 11 a.]

CANTON, *February 3, 1860.*

SIR: At the request of Mr. Vargas, who is at present at Whampoa, and who represents the coolies on board the ship Messenger, I would beg your honor to ask of his excellency Mr. Ward, United States minister, that his kind intervention may be exercised to procure a fair examination of the coolies before the Chinese authorities.

We are, your obedient servants,

S. ROBERTSON,
For VARGAS & CO.

OLIVER HAZZARD PERRY, Esq.,
U. S. Consul, Canton.

[Enclosure 12 a.]

CANTON, *February 7, 1860.*

SIR: In accordance with the arrangements agreed upon at your interview with the governor general on the 3d inst., respecting the disposition and examination of the coolies brought back from Macao, and placed on board the "Messenger," and in compliance with your request that I would see them carried out, I proceeded to Whampoa with Mr. Perry on the morning of the 4th, and went on board that ship. We found the first mate in charge, with orders from the captain not to deliver up a man to any body without the order of Mr. Vargas, the agent; no Chinese officers had reached the ship, and as there were no signs of their arrival in native boats, we both returned to Canton in the afternoon. On the way we passed the deputy of the governor general going to Whampoa in company with the captain and agent of the "Messenger," but as all of them were on board the steamer "Mili," we did not know at the time, nor that they intended to bring half of the coolies to Canton in that vessel. This was done on the 5th; but as the arrangements for landing them were not completed, and the day was far spent, by Mr. Vargas's desire they remained on board the "Mili" till Monday morning.

About 9 o'clock that day she dropped down off the city, and two hundred and fifteen coolies debarked under the direction of the Chinese deputy, and a large body of native police, assisted by four or five English policemen to prevent disturbance. I was on board, and at the landing place, and accompanied him from the vessel to the office of the Nanhai district magistrate in the city, whither the coolies were all taken, and preparations made for their examination. I informed Mr. Vargas of the time and place, that he might be present with his interpreters and contracts to confront the coolies. Captain Manton was not on board the steamer when they left her.

After the names and residences of the men had been written, they were brought up in companies of twenty before the magistrates of the two districts of Nanhai and Pwanyú, who had been directed by Governor General Laú to act in the case, and invited Mr. Perry and myself to take seats with them on the bench. Captain Pym, of the allied police force, and other gentlemen from the allies, were present, drawn by a desire to hear the details, and learn the result of the inquiry, of which they took notes.

The chief points to be ascertained were, whether the men before us had gone on board the ship of their own accord, to engage themselves as laborers; whether they had voluntarily signed the contracts, and received contract money or other compensation; and whether they were now willing to go abroad in her. These questions were put to each man separately, and every one of the two hundred and fifteen unhesitatingly replied in the negative; some of them declaring that they had rather die than go in the ship.

I was allowed to put all the questions to the men which the time permitted, and hardly one of them went from the stand without answering many inquiries as to the mode of his being taken to the

ship or to the barracoon, who had induced or compelled him to go, the treatment he had received before and after entering them, and the means employed to induce him to sign the contract, with the degree of intelligence he possessed of its provisions. The majority of the coolies were between the ages of twenty and thirty, the extremes being sixteen and fifty-five; they were generally in good health, and belonged to the lowest orders of society—field-laborers, boatmen, artisans, and porters, only a few of whom were able to read.

Their evidence exhibited a dismal uniformity of the acts of deception, violence, intimidation, and crafty devices practiced by native crimps, to beguile or force them to go on board boats where they were compelled to assent to the demands of their captors, and go with them on board ship or to the barracoons at Macao. Nearly every one complained of harsh treatment from their countrymen in this position, an earnest of worse if they persisted in their refusal. Some had been beaten with sticks or thongs; others had knives drawn across their throats, were strapped down on boards, triced up by their toes or wrists, or pounded over the head. One man produced the tooth which had been knocked out by a stick; others exhibited the creases left by the cords on their fingers or feet, or the wales made by the sticks on their bodies.

When received on board ship or into the barracoons, they were asked or required to sign the contracts presented to them, of whose provisions they only knew that they were to go to a Spanish country for a term of eight years as laborers at four dollars per month. In no case did it appear that the individual to whom the contract was presented had, in his own opinion, any other alternative than to sign it or endure further punishment; a few out of the whole number had not signed it, but the great majority had signed two copies, and in every case by impressing the tip of the fore or middle finger in ink and stamping the paper. When asked why they declined to go after thus signing the contracts, they declared that they had affixed their mark through fear of further punishment, or from what they had seen suffered by others; and that often their hands had been seized and the stamp made by another, but in every case without their consent.

About twenty-five of the whole number had been forcibly kidnapped on the road, in the house, at the landing place, or in boats; the others had been cajoled to go with their captors. Some had been gagged and others hooded, and thus in one way and another carried off without being able to cry out for rescue. The pretence made to many was that laborers were wanted at Whampoa or elsewhere, and when they reached the ship's side they were threatened with worse treatment if they refused to go on board quietly. Sometimes extreme measures were used to force the victims of the crimps to enter the vessel, and after they were on board, many received harsh treatment to get them to sign their contracts.

The evidence went to prove that cruelty had been practiced on board ship, both by Chinese and foreigners, to induce the men to sign. They spoke of a man named Atsat, and of others whom they concluded to be Portuguese, from whom they had received stripes. They thought that their captors had received money from the ship. They themselves

had received a suit or more of clothes, bedding, and a dollar for sundries. None of them were allowed to write or send to their friends to inform them of their condition, and even the few who could read were not allowed to read the contracts before stamping their fingers. They were all kept as far asunder from their countrymen as possible, and force was used to keep them quiet, though this does not appear to have often been necessary. The violence was employed to obtain signatures.

Most of the men were from this province and nearly every district had its representative, only about a score being from adjacent provinces. Four or five had been taken in Kwangsi, the crimps having promised them constant, well-paid labor, if they would accompany them to Whampoa or Canton, a distance of 200 miles. The promise of a bounty to enlist as soldiers, and go against the rebels at Nankin, had beguiled two or three. Most of them had gone on board the ship since the middle of November, but no account was taken of the number which had signed their first contract there. A large proportion were first taken to Macao, and signed contracts before the procurador. If the coolies knew the names and residences of their captors or crimps, the clerks took down such particulars as were sufficient to guide further investigation, but the minority only were able to furnish such particulars.

The examination lasted till after six o'clock. Mr. Vargas came in soon after it began, and his Portuguese interpreter put a few questions to the man on the stand at the moment, which were answered promptly. The next man passed unquestioned by him, and so for seven more, when the party retired. Mr. Vargas seemed to think that the coolies had been tampered with, but how far their depositions were influenced by any other considerations than their own experience of the treatment they had seen or felt could not be ascertained from any evidence before us. He could have conducted the most careful cross-examination of every man, even if the investigation had been prolonged several days. I do not affirm, of course, that the coolies always spoke the truth; I merely report what they testified at an examination which, so far as I could see, was conducted by their own authorities without either intimidation or cajolery.

The steamer Kumfa, chartered by the Chinese government, brought up the other half of the men yesterday, and this morning I went on board with the same deputy as before and at the same place, to oversee with him their debarkation. They were taken to the same office, and the 217 were examined by the same magistrate, but no one was present on behalf of Mr. Vargas, who had returned to Whampoa. The result was the same; not one man of the whole company had gone on board the ship of his own accord; not one had voluntarily signed the contract; not one was willing to go abroad in her as a laborer; and not one regarded the clothes and money he had received as binding him to adhere to it. A few of them had not signed any contract, but all had received clothes, bedding, and a dollar or two.

The details of the second day's inquiry are so much like those of the first that it seems to me needless to recapitulate. Care was taken to-day that the company of twenty should not hear the questions put to

their comrades before their own examination ; but I do not think that if they heard yesterday it made any difference with the result, for each man was evidence only for himself and not another.

Mr. Perry kindly remained during the examination of the entire number 432, which towards the latter part of each day was nearly altogether committed to my supervision by the Chinese officials. We had no reason for supposing that they threatened the men at any moment after leaving the steamer, to induce them to decline going in the "Messenger;" on the contrary, they seemed rather indifferent as to the decision the coolies might come to. The evidence was as clear to-day as yesterday of cruelty practiced on board to compel them to sign contracts, but the punishment or violence was chiefly exercised on board the native boats by the crimps.

After the examination was concluded the men were lodged in quarters prepared for them, and I was told that they would all probably be brought before the governor general previous to a dismissal to their homes.

I have the honor to be, yours obediently,

S. WELLS WILLIAMS.

His Excellency JOHN E. WARD,
United States Minister, &c.

[Enclosure 1 b.]

MACAO, *February* 20, 1860.

SIR: A Chinese was brought to my house to-day by Mr. Nye, the United States vice-consul of this place, whom he had just been the means of liberating from one of the barracoons under the control of Mr. Vargas, and who would probably soon have gone on board the "Messenger," now loading here with coolies for Cuba.

This man, named Chau Akwei, æt. 20, related to me that he was induced to go into a boat while seeking for a passage to Fuhshan, where he was going to attend the literary examination and compete for his degree. He is a native of Tsingyuen, twenty-five miles north of Canton, and had left the city in this boat; but during his passage towards Fuhshan was made dead drunk by his companions, and when he came to himself found that he had been stripped of everything, rings, clothes, books, &c., and that the boat was among the shipping at Whampoa. His captors, learning that none of the ships there would receive coolies, forcibly transferred him to another boat to take him to Macao, giving him just enough clothing to cover him. When called upon to give his assent to the contract, he was told by the crimps that if he refused they would cut off his head; he put his finger mark to the paper, but he was not permitted to read it, nor did he know its contents, the only information he had of his destination being the questions which were put to him.

This was about January 12, since when he had remained in the barracoon, together with about two hundred others, all utter strangers to him, and all penned together under the custody of ten or twelve armed Portuguese to prevent their breaking out. He was not allowed

to write to his friends, and the prospect of exile from them had begun to affect his mind. Of the whole number in the barracoon, he thinks there are not over ten who are willing to go. He heard that Mr. Nye had interested himself in the liberation of others who had been thus entrapped, and luckily was able to convey a message to his servants. Mr. Nye very kindly advanced eighty dollars to his keepers as the lowest price of his liberation and payment for their expenses, (though Chau had persistently refused to accept any money from them,) taking his promise of refunding this sum as soon as he could communicate with his relatives.

I am, very truly, yours,

S. WELLS WILLIAMS.

His Excellency JOHN E. WARD, &c., &c., &c.

[Enclosure 2 b.]

CONSULATE OF THE UNITED STATES,
Macao, February 24, 1860.

SIR: Instructed by your excellency, I now proceed to make a formal report of my verbal statement of the insulting language and demeanor of Captain Manton, of the "Messenger," in my office, in applying for her papers, preparatory to sailing for the Havana, on the evening of the 22d instant, when I was engaged at the dinner of your excellency in memory of Washington.

By special written request of Captain Manton, my assistant, Mr. J. P. Van Loffelt, attended at my office, and upon his arrival handed to him a letter written to myself, under the instructions of his excellency Mr. Reed, accompanied by the printed circular to consuls from the legation, dated the 18th of February, 1858, copies of both herewith.

Captain Manton put my letter into his pocket, but, violently exclaiming, with an oath, "Mr. Reed is a liar," tore the printed circular to pieces.

My assistant felt that it was his duty to report to me what had occurred in my office in his presence, as in this case totally unprovoked, and gratuitously insulting to me and to himself; and I, in turn, alluded to it during the interview with which your excellency honored me yesterday, as one of the illustrations of the conflict of feeling produced by the irregularities of the coolie traffic.

I am, with great respect, your excellency's obedient servant,

GIDEON NYE, JR.,

Vice-Consul of the United States for Macao.

His Excellency the Hon. JOHN E. WARD,

Plenipotentiary of the United States, &c., &c., &c.

[Enclosure 3 b.]

Laú, governor general of the Two Kwang, deputy censor, &c., herewith sends a communication :

Of late years the practice of entrapping and kidnapping peaceable people in this province, for the purpose of secretly selling them to go to foreign countries, has been continually on the increase. The cause and stimulus for this evil are, that natives of the lowest class, induced by the money of foreigners, have gone about urging people to become laborers, and, carrying out their selfish schemes, have imposed upon them by many crafty stories, and then forced them to be sold to foreign countries, that they might enrich themselves by the foreigner's gold. The credulous, ignorant people have fallen into the snare, and the cruelest consequences have resulted, comparable to cutting the flesh from the bones. Human nature has become outraged, and some measures must be taken to put a stop to these evils, for they have become insufferable. At my late interview with your excellency, you showed your full knowledge of the malpractices of these crimps, who had alarmed the people of this region, and had enticed off many hundreds and thousands of them and sold them into foreign regions, and intimated a desire that I should establish some rules to remedy and stop the evils now existing, for which expression of your views I was much obliged.

The cases of those who are first cajoled and then forcibly sold to go abroad, and of others who willingly go to foreign countries to get a living, are essentially different, for the latter consult their own wishes and convenience, but the former receive a dreadful wrong in being thus sold and forced to go—a wrong which imperatively demands the strictest measures of repression, that innocent people may be protected. Those who think of going abroad as laborers need, then, only go before the local officers and state their intention, when the terms of their contract will be clearly made known to them by the officers, and if they are still willing, they can receive wages, and a day will be set for them to go abroad. But it cannot be permitted that any vessel should receive secretly those who have not passed under the supervision of the officers, for this is just the plan whereby the crimps are able to carry on their villainy. Last November I directed Consul Perry not to permit American vessels to become barracoons at Whampoa for the reception of Chinese, but to require that every man who was received should first be examined by the officers at Canton as to his willingness to go. With this intention, too, rules have been established at the port of Canton for the hiring of laborers, and it is to be hoped that henceforth these practices of kidnapping and beguiling will be entirely stopped.

I have ascertained that at Swatow and Double Island, in the prefecture of Chau Chau, under my jurisdiction, there are very many crimps who make their living by wheedling the people, and then selling them to ships lying there, which carry them off. This port in Chau Chau has now been opened to foreign commerce, and a custom-house collector has been appointed to oversee the collection of duties

and assist in regulating the trade. It has been decided that the hiring of laborers shall also be placed under the supervision of the customs department, and rules for their engagement be issued and emigration offices established as at Canton. No ship is to be allowed to receive natives on board for transportation, and all private barracons on shore are to be closed, by which means it is hoped the proceedings of the crimps will be entirely stopped.

Mr. Lay intends to proceed to Chau Chau on the 22d or 23d instant, when it will be desirable to initiate this arrangement there, and I have ordered him to act in the matter with prudence and energy. I also annex a copy of the regulations for your excellency, and am confident that in the spirit of friendly co-operation which you have ever exhibited, you will willingly join in this, and transmit orders to the United States consul at Chau Chau, (Swatow,) and to all the American merchants there, enjoining upon them the strict observance of these rules. In this way it is expected that the infamous wiles of the crimps will be stopped and the lives of innocent people protected.

While sending this despatch and its enclosures I improve the opportunity respectfully to offer you the expression of my good wishes.

His Excellency JOHN E. WARD,
United States Envoy Extraordinary, &c., &c.

FEBRUARY 18, 1860.

Regulations for hiring laborers to go to foreign countries.

1. Those who wish to engage laborers to go abroad shall open houses for the purpose in such places as the local authorities shall designate, where alone natives shall be received. No private barracons shall be established, nor shall natives be received at any time on board depot ships anchored off in the stream to afford facilities to kidnapping.

2. Those who wish to open emigration offices must previously submit the rules they intend to establish in them, and the terms of the contracts to the officer in the customs overseeing this business, and to the local authorities, that they may see that every stipulation in both is fair, and no underhand design is intended.

3. Copies of these rules and of the contract must be posted at the entrance, and within the house, where they can be read by all persons at their leisure, and fully understood.

4. The emigration office shall be open every day from eight a. m. till four p. m., during which hours laborers may go in and out as they please without hindrance from the foreign agent or others, and the relations and friends of the laborers shall be allowed to visit them at pleasure.

5. Those who are to be engaged as laborers, whether they stay in the office, or return to their homes to wait for the ship's departure, shall personally arrange the terms with the foreigner who engages

them, or if they bring their families to the office to remain for the sailing of the ship that all may go together, the agent shall open separate apartments, or have other houses for the families, in order to avoid all confusion and promiscuous intermingling.

6. If the laborers and others in the office create disturbance, or if any person endeavors to cheat the foreigners out of food or clothes, the latter shall seize and deliver such persons to the customs overseer of this business, and to the authorities for examination and proper punishment, if they be found to be guilty.

7. The officer of the customs who has the charge of this emigration, and the special clerks attached, shall daily attend to the office to ascertain how many laborers are there, and who are willing to go. They shall take their names, and inquire into their ages, character, family, condition, and relatives, which particulars shall all be recorded for inquiry. A copy of the contract shall be given to each man, and the terms be clearly read over to him, and each part explained so that every person shall fully understand its provisions.

8. Four days shall elapse after these articles have thus been read and explained to the laborers at the office, when the officers in charge shall ask each man as to his willingness to abide by them. If he does, he shall then sign them, and await the ship's sailing. If he does not incline to go he shall be allowed to go away, or he can wait some days longer to confer with the agent. The agent shall not, however, because he has furnished clothes and rations to those seeking laborers, make it an excuse to force them to take wages and sign contracts.

9. When the contracts are to be signed, the customs overseer and clerks in charge shall again ask each man if he is really willing to receive the wages and go, and he shall then sign his mark. No pressure shall be permitted. The amount of advance money he is to receive shall also be inserted, which shall then and there be given into his hands by the agent. After this he cannot be allowed to leave the office until he goes on board ship.

10. The customs overseer and clerks in charge shall give each man a ticket to go on board ship, for signing which their fee shall be two taels, to be collected from the agent, to defray the expenses of the business; and when the ship demands her clearance they shall themselves go on board to see if all the men are there according to their tickets. If some have not them, it will be plain that such have secretly been received on board and they shall be immediately taken ashore to be set at liberty, and the matter shall be investigated by these officers in conjunction with the consul before the ship can be permitted to depart.

11. If, after the laborers are on board, there are some who for any reason do not wish to go, their cases shall be examined into by the local authorities, and the agent shall permit them to leave the ship. When their cases have been examined, they shall return on board; those who do not go back shall be required by the authorities to refund the money advanced to them, that the agent be not a loser thereby.

12. Seeing that the local circumstances of places are unlike, and the usages and manners of people differ, it shall be competent for the overseers of emigration hereafter to make such other regulations in

consultation with the local authorities as shall be required in addition to these, regard being had to the time and exigencies of the case.

[Enclosure 4 b.]

LEGATION OF THE UNITED STATES,
Macao, February 24, 1860.

The undersigned, envoy extraordinary, &c., of the United States to China, has the honor to acknowledge your excellency's despatch of the 18th inst., which reached him on his return to this place. He will immediately instruct the American consul at Swatow strictly to observe the rules and regulations in relation to the engagement and shipment of laborers, so soon as they have been made known to the public. He, however, trusts that your excellency has given such orders to Mr. Lay, as will prevent all confusion in attempting to enforce them before they have been published a sufficient time to allow the merchants and shipmasters trading at Swatow generally to understand their provisions.

The undersigned embraces this opportunity to express to your excellency his great personal respect.

JOHN E. WARD.

His Excellency LAU,

Governor General of the Two Kwang, &c., &c., &c.

MILITIA—DISTRICT OF COLUMBIA.

LETTER

OF

THE SECRETARY OF WAR,

COMMUNICATING

A report of army and militia officers on the subject of reorganizing the militia of the District of Columbia.

MAY 31, 1860.—Referred to the Committee on Military Affairs, and ordered to be printed.

WAR DEPARTMENT, *May 30, 1860.*

SIR: I have the honor to transmit herewith the report of a board of officers of the army and militia upon the reorganization of the militia of the District of Columbia.

Concurring generally in the views of the board, I beg leave to recommend them to the favorable consideration of the House of Representatives.

Very respectfully, your obedient servant,

JOHN B. FLOYD,
Secretary of War.

HON. WILLIAM PENNINGTON,
Speaker of the House of Representatives.

WASHINGTON, *May 12, 1860.*

SIR: The board of army and militia officers appointed by your special order of the 5th of October, 1858, having, without delay, as directed, made a report of their proceedings to the department on the 17th of November of that year, respecting the organization of the militia of this District under existing laws, and having found those laws defective, considered it their duty, in further conformity with the spirit of that special order, (although not strictly required by it,) to prepare and present for the consideration of the department a plan calculated to remedy the defects in the present system, and give the militia of this District a proper efficiency.

This plan was matured previous to the reception of your order of the 5th of last month dissolving the board, but, not having been sent

in before that time, could not now be presented without your permission, which, it is understood, has been freely accorded; and we have, therefore, the honor to submit for your consideration and approval a report dated the 2d of last month, and a plan in the form of a bill, which, if laid before Congress and passed into a law, we believe would produce a regular and efficient system, which is so desirable at the national metropolis.

We have the honor to be, sir, your obedient servants,

TH. S. JESUP,

Major General by brevet, late member of the Board.

J. F. LEE,

Judge Advocate.

R. C. WEIGHTMAN,

Major General.

WM. B. RANDOLPH,

Adjutant General, M. D. C.

W. HICKEY,

Colonel of Volunteers, D. C.

Hon. JOHN B. FLOYD,

Secretary of War.

SPECIAL ORDERS NO. 140.

WAR DEPARTMENT,

Adjutant General's Office, Washington, October 5, 1858.

The President having determined, in consequence of the increase of the militia and other circumstances, which, in his opinion, render it necessary, under the act of Congress of the 3d of March, 1803, to lay off the militia of the District of Columbia into additional division, brigade, regimental, and company districts, the following officers, viz: Brevet Major General T. S. Jesup, quartermaster general; Brevet Major J. F. Lee, judge advocate; and Brevet Lieutenant Colonel B. S. Roberts, captain mounted rifles, of the army; and Brigadier General Roger C. Weightman, Colonel William B. Randolph, and Colonel William Hickey, commanding the volunteers, will form a board, to assemble in this city the 12th instant, or as soon thereafter as practicable, for the purpose of taking into consideration the whole subject of the arrangements and details necessary to carry out this reorganization according to law and the regulations of the service, and to make report thereof to the War Department without delay.

By order of the Secretary of War.

E. D. TOWNSEND,

Assistant Adjutant General.

WASHINGTON, April 2, 1860.

SIR: The board of officers convened by your order of the 5th of October, 1858, for the purpose of taking into consideration "the whole sub-

ject of the arrangements and details necessary to carry out a reorganization of the militia of the District of Columbia according to law, and to make report thereof to the War Department without delay," proceeded on the 12th of October, as directed, to perform that duty, and after a full examination of the laws upon the subject, submitted their report, according to order, on the 17th day of November, 1858, or within thirty-six days after the organization of the board, which report was considered as literally complying with the order; but it having been predicated upon a construction of the laws that had been previously acted upon by the government in relation to the organization of the volunteers and the appointment of their officers, the board were unadvised whether the department would continue that construction or not until the 16th of March last, when the publication of General Orders No. 8 from the department reversed that construction and rendered manifest the defects in the existing laws on that subject, which are now intended to be remedied by the plan adopted by the board since the date of that general order and now submitted.

The board having also discovered, in the examination of the laws, that they were otherwise defective and inadequate to the wants of the present day, the principal one having been passed more than half a century since, they now beg leave to submit the draught of a bill calculated, in their opinion, if passed into a law, to produce generally a proper and efficient organization.

The jurisdiction of Congress over the subject of the militia in this District is ample and exclusive, for it here possesses the authority of a local legislature, with full power under the Constitution "to exercise exclusive legislation in all cases whatsoever" over this District, and can, by its own action, create a system for the militia and volunteers here that will give to both the greatest efficiency.

The board, after mature consideration, have prepared a plan calculated, in their opinion, to produce that efficiency in the volunteers and militia deemed necessary and important at the seat of the general government, exposed as it is, and as it was proved to be during the war of 1812-'15, to the sudden ingress of a foreign enemy, and presenting, as it now does, even greater temptations than it then did; the more so as the public works for its defence, which were since that time projected and recommended by the able military engineers employed by the government for the purpose, have not been carried out.

An additional reason for placing the volunteers and militia of this District in a state of efficiency is, that the inadequacy of the present regular force renders it impracticable on a sudden outbreak of war, or other emergency, to withdraw any part of it from other posts, garrisons, or fields spread over our extensive frontier and Indian country, where its presence, in detached commands, is at this moment, and will continue to be, indispensably necessary.

The concentration of any part of the regular forces here in such emergency being, therefore, impracticable, (with its present numbers,) without leaving other parts of the country exposed, and it being, moreover, the settled policy of the government to depend upon the volunteers and militia forces as the bulwark of its defence in the first outbreak of war, it cannot be denied that such dependence would be

groundless unless the volunteers and militia should be in an organized and efficient condition. That dependence was proved to be futile by the burning of the Capitol and destruction of all the public property in Washington, by the public enemy, in August, 1814, owing entirely to the want of such efficiency in the militia here, as their numbers from the adjoining States and this District were greater, and their position and arms much superior to those of the enemy.

In addition to the preceding considerations, it will not be denied that the obligation of the government no longer to neglect this subject is enforced by the conceded importance of preserving the peace and quiet of the national metropolis against all disorder and confusion, in order to insure the undisturbed exercise of the functions of the legislative, executive, and judicial departments of the government, as well as to secure the safety of the public archives and property here.

These are mainly the reasons and considerations which have impelled the board to present to the department a plan in the form of a bill, which, if enacted into a law, they believe would give a proper and necessary efficiency to the militia and volunteers of this District.

The condition of the militia of this District, and its entire dependence upon the general government, place it in an attitude entirely different from the militia of the several States, and the legislation of Congress respecting it, cannot be drawn into a precedent requiring similar legislation by Congress for the militia of the States, as Congress has entire and exclusive power over the subject here, which it has not in the States; and the inconsiderable expense to the general government proposed by this plan cannot be required (as it is obvious) in the States, it being for the appointment of only one officer, and the training and instruction of the militia officers and volunteers, the power to do which in the States, by the Constitution of the United States, is expressly reserved to the several States as regards their militia.

The main features of the proposed plan are:

First. To provide for the proper instruction of the officers of the militia of the line—relieving them from the compulsory performance of duty after ten years of faithful service.

Second. To provide for the complete and continued enrolment of the whole body, and requiring but two musters of them every year, which will leave them in the undisturbed pursuit of their private occupations and business.

Third. To provide for the separate organization of the volunteers; to relieve them from onerous expenses and burdens; to afford them other encouragements; to provide for the instruction of their officers and privates, and to relieve them from duty in time of peace, after seven years of faithful service.

Fourth. To assimilate them more nearly to the organization of the regular troops by giving to the President the adoption of rules and regulations for the appointment and promotion of the officers, and generally for the maintenance of a proper discipline and accountability.

Fifth. To provide for the appointment of an adjutant general by the President, with the advice and consent of the Senate; to regulate and instruct the entire staff; to superintend the instruction of the officers and troops; and to give uniformity and efficiency as well as continuity

to the system, which is deemed indispensably necessary to any military organization of this character.

To effect these several purposes, with the concomitant details, the board have prepared and now present the draught of a bill, believing it will be the most economical mode of providing a force which will always be available and effective at this point; and, being composed of citizen soldiers who will not be taken from their families or their usual occupations and business, cannot be liable to the objections that might be urged against the expense or policy of keeping a standing body of regular troops of equal numbers at this place.

All of which is respectfully submitted.

TH. S. JESUP,

*Major General by brevet, late member of the Board for
organizing the Militia of the District of Columbia.*

J. F. LEE,

Judge Advocate.

R. C. WEIGHTMAN,

Brigadier General, Commanding Militia District of Columbia.

WM. B. RANDOLPH,

Adjutant General Militia District of Columbia.

W. HICKEY,

Colonel Volunteers District of Columbia.

Hon. JOHN B. FLOYD,

Secretary of War.

A BILL for the better organization of the militia of the District of Columbia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the militia of the District of Columbia shall consist of every able-bodied white male person resident therein, between the ages of twenty-one and forty-five years, who is either a citizen or has declared his intention, according to law, to become a citizen of the United States, with the exception of the following-named officers and persons, who shall be exempted from the performance of military duty, to wit: the Vice-President; members of Congress; the officers, legislative, executive, judicial, military, naval, and marine of the United States; custom-house officers; persons employed in the conveyance and distribution of the mails; ferry-men and gate-keepers on post road; pilots and mariners; regular clergymen; professors, pupils, and persons employed in colleges and other literary institutions; magistrates; constables; police officers; persons permanently employed in the penitentiary, jail, military and insane asylums or ordnance service of the army and navy: Provided, That these exemptions and limitations as to age shall not be construed into prohibitions to perform duty in the militia; And provided, also, That these exemptions shall not include persons employed as clerks or in other civil capacities in any of the departments of the government below the rank of chief clerk.

SEC. 2. *And be it further enacted, That the militia of the District of*

Columbia shall be arranged, and rearranged or organized by the President of the United States, when an increase of numbers or other circumstances may, in his judgment, render it necessary, into divisions, brigades, regiments, battalions, and companies, according to territorial metes and bounds and with reference to an equal division of numbers into districts, as far as practicable; and he shall appoint and commission, during pleasure, a major general in chief, a major general to each division, a brigadier general to each brigade, a colonel, lieutenant colonel, and major to each regiment, to consist of ten companies, and such other staff and company officers as he may deem necessary; and he shall make such rules and regulations respecting the organization of the several districts and the appointment and promotion of those officers as he may deem proper.

SEC. 3. *And be it further enacted*, That each officer, before entering upon the duties of his office, shall make oath or affirmation, in due form of law, before a magistrate duly commissioned and qualified, that he will support and defend the Constitution and laws of the United States, and will faithfully perform the duties appropriate to the office and commission or warrant which he holds or may hold in the militia of the District of Columbia, and to obey the orders of his lawfully appointed superior officers to the best of his knowledge, skill, ability, and judgment; which oath or affirmation shall be signed by the officer taking the same, certified by the magistrate and recorded in the office of the adjutant general of the militia and in the office of the clerk of the circuit court of the United States for the District of Columbia.

SEC. 4. *And be it further enacted*, That all regimental staff officers and the non-commissioned officers and musicians of companies and regiments shall be appointed during pleasure by warrant from the colonel or officer commanding each regiment.

SEC. 5. *And be it further enacted*, That whenever, in the opinion of the President of the United States, it shall be necessary, he may direct a new enrolment to be made of every able-bodied man subject to militia duty within the District of Columbia, and there shall be a regular enrolment, by companies, made every year in the month of April, by the officers commanding the same, respectively, and kept up in the interval under such rules and regulations as the President may prescribe.

SEC. 6. *And be it further enacted*, That the organization provided for in the preceding sections of this act shall consist of the regular militia, exclusive of the volunteers hereinafter provided for, and shall consist entirely of infantry, and be denominated the infantry of the line.

SEC. 7. *And be it further enacted*, That, in order to secure the proper and continued execution of this act, there shall be a regular responsibility, command, and subordination, under the authority of the President, extending down through the several grades of general, field and company officers to the privates of the line; and for any neglect of duty or disobedience of orders given in pursuance of this act, fines may be imposed or assessed by the officers commanding company, regimental, brigade, and division districts, respectively, on those under their command, as follows, to wit: on privates and non-commissioned officers, from fifty cents to two dollars; on subaltern officers, from

one to five dollars ; on captains, from two to ten dollars ; on field officers, from three to fifteen dollars ; on brigadier generals, from five to twenty dollars ; and on major generals, from eight to thirty dollars, in each case of failure or refusal according to the nature and circumstances thereof ; but, for good and sufficient cause, such fines assessed in each regiment may be reduced or remitted by the commanding officer thereof, and the fines on field officers, and those assessed on general officers and officers of the general staff, may be reduced or remitted by the superior general officers commanding districts, respectively.

SEC. 8. *And be it further enacted*, That the President, or, in his absence, the Secretary of War, or commanding general of the militia of the District of Columbia, shall have power to order out the whole or any part of the militia of the District of Columbia to repel invasion, and to suppress or prevent insurrection or violence by combinations too powerful for the civil authorities to control or subdue ; and any officer, non-commissioned officer, or private soldier, failing or refusing to obey the orders given in pursuance of this section, shall be subjected to a fine ten times greater than that imposed by the preceding section of this act, under such regulations as the President may adopt.

SEC. 9. *And be it further enacted*, That when the militia, or any part thereof, may be called out in pursuance of the preceding section of this act, the commanding officer shall have power to occupy any position he may deem best calculated to effect the object of the call, or for defence, and shall have power on these as well as in other cases of muster or parade to prescribe limits with which no bystander, or person not of the military, shall intrude, under penalty of fine of from one to five dollars, and also of arrest and imprisonment for the day.

SEC. 10. *And be it further enacted*, That any officer, non-commissioned officer, or private soldier, who shall, on any occasion of being called out for duty or service, or on any occasion of ordinary parade, be guilty of disobedience of orders, mutiny, or other misbehaviour or misdemeanor, or shall at any time be guilty of any conduct unbecoming the character of an officer or soldier, shall be disarmed, placed under arrest by his commanding officer, and tried by a court-martial or court of inquiry, to consist of militia officers, and to be similarly constituted and qualified as for a court-martial or court of inquiry for the regular army ; and such person, so offending, may be fined according to the rates prescribed in the preceding sections of this act, and may be censured or reprimanded, and, if an officer, may be dismissed, and enrolled as a private in the ranks, when such sentence shall be approved by the President of the United States.

SEC. 11. *And be it further enacted*, That lists of all fines incurred and assessed under the preceding sections of this act shall, within twenty days after the assessment by the officers making the same, be delivered to the marshal of the United States for the District of Columbia for collection, who shall collect said fines in the same manner as in cases of execution under civil process, and make return to the paymaster general of the militia of the District of Columbia, within ninety days after receiving each of the said lists of fines ; the said marshal retaining out of the amount collected ten per centum for

his services in collecting and paying over the same to the paymaster general.

SEC. 12. *And be it further enacted*, That should any person belonging to a battalion or regimental organization, below the rank of a field officer, feel himself aggrieved by the imposition of any fine or penalty under the provisions of this act, he may, within ten days after incurring a fine, appeal to a battalion or regimental court of inquiry, to be composed of a field officer and the officers commanding companies in such battalion or regiment; and any field officer, or a general or staff officer not belonging to a battalion or regimental formation may, in like manner and time, appeal to the board of general officers provided for by this act, which court or board may affirm, reduce, or remit fines, according to equity and the circumstances of each case; and the members of such court or board, when sitting on such appeals, shall each be paid two dollars for every day's attendance to try such appeals, and which, together with the reasonable contingent expenses of such meetings of the court or board, shall be assessed *pro rata* upon the persons making such appeals, and be collected as other fines, and the said board of general officers shall, with the approbation of the President of the United States, make such rules and regulations as may be necessary and proper for the formation and duties of such court or board concerning such appeals.

SEC. 13. *And be it further enacted*, That of the infantry of the line there shall be two regular musters in every year, one for companies in the month of May, and another for regiments in the month of October; the days, hours and duration of such musters on each day, and the notices, regulations and reports or returns therefor, shall be prescribed by the major general in chief.

SEC. 14. *And be it further enacted*, That the arms, equipments and uniform of the general officers and of the division and brigade staff officers shall be the same as those prescribed in the regulations for officers of similar grades in the army of the United States; and the arms, equipments and uniform of the field officers, regimental staff officers, and company officers of the infantry of the line, shall be the same as those prescribed for officers of similar grades of the infantry of the regular army; in which uniforms all of the said officers shall severally appear when on duty or parade; and, when ordered by the President into actual service, the non-commissioned officers and privates of the infantry of the line shall be furnished from the public supplies with similar arms, accoutrements and uniform as that furnished to the regular infantry of the army.

SEC. 15. *And be it further enacted*, That any officer of any rank who may have served creditably and acceptably to the major general in chief for a period of ten years, consecutively, in the organization provided for in the preceding sections of this act, and may resign his commission, shall receive an honorable discharge from the said major general, which shall exempt him from further militia duty in time of peace.

SEC. 16. *And be it further enacted*, That exemptions from militia duty in any case under this act shall not operate as a prohibition to the performance of such duty, but in such case, until an honorable

discharge may be obtained, persons so serving shall remain subject to the duties, requisitions and penalties, and entitled to their rights and privileges under this law.

SEC. 17. *And be it further enacted*, That, for the instruction of the commissioned officers belonging to the preceding organization, they shall severally provide an undress uniform to be prescribed by the major general in chief, and be arranged into companies or squads by commanding officers of divisions, and may be formed into a special corps, divided into companies, to meet at least once a month for drill and instruction in the duties of officers and soldiers, and shall form a camp of practical instruction in the month of October in each year to continue not longer than ten days, and for this purpose shall be furnished with arms, accoutrements, tents, and other camp equipage, utensils and supplies from the public stores, under such regulations and orders as may be prescribed by the President of the United States.

SEC. 18. *And be it further enacted*, That the major general in chief, the major generals of division, the brigadier generals, the adjutant general, and the paymaster general of the militia of the District of Columbia, shall constitute an executive board, which shall take cognizance of all the fiscal concerns of the militia, and, with the approbation of the President, make such rules and regulations as may be necessary and proper for the assessment and collection of fines and the reception of money from other sources and for the deposit, safety, and disbursement of the same. This board shall determine to what objects the money thus received shall be applied, confining their appropriations in the first instance always to such purposes as are most necessary and important for the good of the militia service, and according to a just apportionment or distribution among the several parts of the organization, and for the general service of the whole; and the adjutant general shall keep a fair journal or record of all the proceedings, orders, and acts of the board.

SEC. 19. *And be it further enacted*, That the adjutant general of the militia of the District of Columbia, under the direction of the major general in chief, and such regulations as he may, with the approbation of the President, prescribe, shall have a general supervision over the executive staff officers of the several divisions, brigades, and regiments, furnishing them with the proper forms and receiving from them the proper reports and returns, as also giving them the necessary instructions for the regular and systematic performance of their respective duties. He shall keep records of the names, dates of commissions, rank and relative rank of all the officers of the militia, including the volunteers; of all organizations and changes therein; of all decisions, rules, regulations, and orders made by the President concerning the militia of the District of Columbia in pursuance of this act; of all orders and regulations emanating from the major general in chief by virtue of the same authority, and shall, as chief staff officer, communicate them to the proper officers, or execute the same, according to the practice in the regular service, and he shall perform such other duties, appropriate to his position, as the President or the major general in chief, with the approbation of the President, shall prescribe;

and he shall receive for his services the pay and emoluments of
and be furnished with an office,
stationery and other necessary contingencies by the United States,
and shall be paid in the same manner as officers of the army doing
duty at the city of Washington; and the adjutant general of the
militia of the District of Columbia shall be appointed by the President,
by and with the advice and consent of the Senate, or the President of
the United States may assign an assistant adjutant general of the
army to this office.

SEC. 20. *And be it further enacted*, That the paymaster general shall deposit, in some safe depository within the District of Columbia, to be approved by the board of general officers, all moneys received by him from the marshal for fines collected, or from any other source for the militia service, to the credit of the "general militia fund of the District of Columbia," for the safe-keeping and disbursement of which he shall be personally responsible, until regularly drawn therefrom by order of the board of general officers. The paymaster general shall keep a record of all moneys received from the marshal for fines or penalties collected, or from any other source for the use of the militia, and also of the appropriations and payments made by order of the board of general officers, specifying the objects for which they are made, and shall furnish a certified copy thereof at least once every three months to the adjutant general of the militia, to be recorded in his office. And the said paymaster general shall be subject to such rules and regulations for the security of and accountability for the funds in his hands and for the performance of the duties required of him as may be made by the said board of general officers with the approbation of the President of the United States.

SEC. 21. *And be it further enacted*, That the citizens of the District of Columbia, subject to militia duty under this act, shall have the privilege of forming, by voluntary enrolment, under such regulations as may be prescribed by the President of the United States, companies of light infantry, rifles, cavalry, and artillery; each company when formed to consist of at least seventy-four men, without regard to territorial limits or bounds, and shall be uniformed, armed, and equipped by the United States in a similar manner as troops of the same arms in the regular service.

SEC. 22. *And be it further enacted*, That when duly enrolled, each company may select properly qualified officers to command the same, to be nominated by the several intervening commanding officers to the major general in chief, and if approved by him, to be submitted to the President of the United States for the exercise of his judgment and pleasure, and if commissioned by the President, shall be attached to a regiment or battalion of volunteers of the appropriate arm, under such regulations as the President may prescribe.

SEC. 23. *And be it further enacted*, That the President may form the volunteers of the District of Columbia into battalions, regiments, brigades, and divisions, accordingly as the number of companies formed under the two preceding sections of this act may require, and under such regulations as the President may from time to time prescribe,

for the selection and appointment or assignment of the general, field, and staff officers for the same, all of whom shall be commissioned during the pleasure of the President.

SEC. 24. *And be it further enacted*, That the volunteers under this organization shall be responsible to, and under the orders of, the major general in chief and the other general officers to whose command they may belong, equally with the rest of the militia constituting the infantry of the line, and the whole or any part of said volunteers may be ordered out by the President or the major general in chief for duty or service for any or all of the purposes specified in the preceding sections of this act, or for purposes of exercise, inspection, parade, review, or public ceremonies, under such regulations as the President may adopt or approve; and the volunteers and their officers shall be liable to the same fines and penalties as are provided for by this act for the infantry of the line for disobedience of orders or failure or neglect to perform the duties required under this section.

SEC. 25. *And be it further enacted*, That any person regularly enrolled as a volunteer under this act shall be relieved from duty in the infantry of the line, shall be exempted from the performance of duty as a juror, and, after the continued and faithful performance of duty as a volunteer in one or more companies for a period of seven years, may obtain an honorable discharge from the major general in chief, which shall exempt him from further service in the militia in time of peace.

SEC. 26. *And be it further enacted*, That any person, after being duly enrolled as a volunteer, who shall leave his company, or refuse or neglect to perform duty therein, shall be subject to a fine of ten dollars and liable to be enrolled and held to duty in the company of the infantry of the line within whose company district he may reside; and he shall deliver up his uniform, arms, and accoutrements, and shall otherwise forfeit the advantages and privileges of a volunteer.

SEC. 27. *And be it further enacted*, That the President may, under such regulations as he shall prescribe, provide for the regular instruction of the officers, non-commissioned officers, and privates of the volunteers, by the employment of one or more officers of experience of the army, well instructed in military drill, tactics, and science, and by the formation of a camp of instruction, once a year, in the month of October, to continue not longer than ten days, and to be furnished with all the necessary tents, equipage, utensils, ammunition for target practice, and other supplies by the United States, and to be governed and regulated by the rules and regulations of the army during its continuance.

SEC. 28. *And be it further enacted*, That whenever the volunteers or infantry of the line shall be called out by the President of the United States, under the provisions of this act, for duty in the field, they shall be allowed the same pay, rations, and emoluments as are allowed to officers, non-commissioned officers, and soldiers of like grades and arms in the regular service; and in case of wounds or injuries received in the line of duty, or in case of being killed in the performance of such duty, the same provisions shall be extended to

them, their widows and orphans, as are provided by law in like cases to officers, non-commissioned officers, and private soldiers of like grades belonging to the regular army of the United States.

SEC. 29. *And be it further enacted*, That all laws and parts of laws for the organization and government of the militia of the District of Columbia, inconsistent with the provisions of this act, be, and the same are hereby, repealed.

DEFALCATION OF THE LATE POSTMASTER, NEW YORK
CITY.

LETTER

FROM

THE POSTMASTER GENERAL,

TRANSMITTING,

*In compliance with a resolution of the House, a report in reference to the
defalcation of the late postmaster at New York.*

JUNE 6, 1860.—Laid on the table and ordered to be printed.

POST OFFICE DEPARTMENT,
June 5, 1860.

SIR: On the 16th May, the House of Representatives adopted the following resolution:

“*Resolved*, That the Postmaster General be, and he is hereby, requested to communicate to this House, at as early a period as possible, all the facts and circumstances pertaining to the defalcation of Isaac V. Fowler, postmaster, or late postmaster, as the case may be, of the city of New York, stating particularly the time said defalcation commenced, its progress from time to time, when it was first known to the General Post Office Department, the aggregate amount thereof, and, if any, what legal proceeding or prosecution has been instituted against said Fowler by the government on account of said defalcation, and to what amount the government is secured by bond or otherwise.”

In reply to which I have the honor to report that the defalcation of Isaac V. Fowler, late postmaster at New York, was communicated to me, for the first time, on the 10th of May, 1860, and I have no reason to believe that it was known to this department at an earlier day. On reaching Washington from the south, in the last week of April, upon inquiry I learned through the Auditor's office, that the accounts of the postmaster at New York had been audited and balanced to the 31st of December, 1859, but that those for the quarter ending 31st March, 1860, had not been adjusted for want of the account current, which had not been received. I requested the Auditor to write at once, and to say that longer delay in returning this account could not be submitted to. This was done, but in consequence of the absence of

Mr. Fowler, or from some other unexplained cause, the account was not placed in the hands of the Auditor until the 9th of May. On the morning of the 10th of May the First Assistant Postmaster General handed me two confidential letters addressed to him by Mr. Fowler, in which his defalcation was confessed in general terms, and an earnest appeal was made to the department to forbear proceedings against him until he could have an opportunity to make good the deficit through the advances of friends and the sale of property which he represented himself as holding. I was then informed that the account current had been received by the Auditor on the previous day, and that a clerk was actively engaged in scrutinizing it, and would be able to announce the result in a few hours. The chief clerk of the Auditor at the same time mentioned to me that the account as rendered showed a defalcation of upwards of \$129,000. Deeming this, with the confession contained in the letters, quite sufficient to justify immediate action, the case was without delay presented to the President, who, the same day, signed an order removing the postmaster and directing that the office should be placed temporarily in charge of a special agent of the department. The formal appointment of the special agent for this purpose (Mr. Offutt) was made that evening, and he proceeded to New York on the 11th May, and on the following morning took possession of the post office before it was opened to the public, and secured all the funds on hand, amounting to about \$12,000. On the 11th May, a distress warrant was issued by the Solicitor of the Treasury for the full amount of the defalcation as ascertained, against the person of Fowler and against his property and that of his sureties to the extent of their liability. An accident, mentioned in his letter hereto appended, prevented the Solicitor from accompanying Mr. Offutt. He, however, arrived at New York about 6 p. m. of Saturday, and immediately delivered the distress warrant to the United States marshal, and gave him all the necessary instructions as to its execution. It is well known that Fowler was then in the city of New York and did not leave it until the following morning, or probably later. The marshal, however, alleged that after diligent search, he could not be found, and in consequence no arrest was made. He is still a fugitive, and the conviction is expressed by those most likely to be informed on the subject, that he has left the United States. An explanation of the marshal's inability to execute the warrant may possibly be found in the active sympathy manifested for this criminal by his numerous friends in New York. This feeling, instead of affording aid and support to the executive officer in enforcing the claims of public justice, would naturally prompt to efforts for the concealment of the culprit.

It will be seen from my letter to the United States attorney (Judge Roosevelt) that a prompt and vigorous criminal prosecution was urged, but that officer, in the exercise of his discretion, determined that this proceeding should await the arrest, which he supposed could be as well made under the civil process then in the marshal's hands. I was anxious that this embezzlement, justly pronounced by law to be a felony, and which had been committed in violation of an official oath, and was, in all its characteristics and history, unredeemed by a single palliation, should be pursued and punished with unsparing

rigor. An indictment will no doubt be found by the grand jury, and should the offender be hereafter apprehended, the penalties of the statute may yet be inflicted.

The defalcation, up to March 31, 1860, amounted to \$155,554 31. The late cashier of Fowler, however, alleges the actual deficit to be about \$170,000. This may be true, inasmuch as the accounts for the current quarter have not been audited, and the amount abstracted from its revenues has not, in consequence, been yet ascertained. Judging from the deposits made it does not exceed the sum stated by the cashier. The bond of the sureties, who are entirely responsible, is in the penalty of but \$75,000. Unless the balance can be made out of the estate of the defaulting postmaster, it will prove a total loss to the government. It will be seen from the marshal's return that he has made a levy, but as the property is understood to be heavily encumbered, it is altogether doubtful whether the levy will prove at all productive.

On the evening of the 13th May, the First Assistant Postmaster General, under instructions, proceeded to New York and remained for ten days, actively engaged in correcting the many irregularities and abuses which had crept into the administration of that office. His labors have resulted in introducing salutary reforms and in placing the service on a footing which promises fidelity and a faithful financial accountability for the future. The confidence, however, which is felt that this will be the case, does not rest so much on the precautions which have been taken and the checks and safeguards which have been established, as upon the elevated and stainless reputation of the present incumbent. Experience has sufficiently demonstrated that no amount of legislation by Congress, and no exercise of vigilance on the part of the Executive, can possibly secure an honest administration of any office which has not an honest man at its head.

It will be observed from the Auditor's report that the balance due from Mr. Fowler on December 31, 1855, was \$8,985 70. The embezzlement may be regarded as having had its origin at this date. This deficit was increased by \$17,637. 98 the following quarter, and with the exception of three quarters, the last of 1856 and the first two of 1857, the increase was continued until the final exposure. On the 30th June, 1857, it had reached the sum of \$23,020 88. This was adjusted by a special deposit of \$20,000 on the 8th of August, 1858, which, with the credits for clerk hire, &c., which were allowed, balanced the account and left \$1,999 19 to Mr. Fowler's credit. The settlement, however, was deceptive, inasmuch as in consequence of this special deposit having been made, the weekly one of the current revenues due August 8, 1858, was omitted, so that, in fact, a deficit equal to nearly a week's receipts still remained. The defalcation now made rapid progress, \$40,074 95 having been added to the deficiency the following quarter. On the 30th September, 1858, the deficit was \$75,899 96. In November of that year the books were again balanced, but this adjustment, like that in August, 1857, was altogether delusive. It was accomplished by applying the deposits of the revenues already received of the quarter ending December 31, 1858, to extinguish the pre-existing liability. There was not a dollar paid, but

simply a transfer of the indebtedness from one quarter to another. When I took charge of the department in March, 1859, the deficit did not probably fall short of \$80,000. On the 31st of that month it amounted to \$93,933 98. It continued to augment until, at the close of the first quarter of the present year, it had reached a magnitude which would probably have rendered its concealment impracticable for more than a few months longer. Had the settlement, however, not have been insisted on early in May, but have been postponed until the end of the quarter, then, by perverting its entire revenues to meet the liabilities due 31st of March, 1860, the books might, under this device, have been again balanced, and the denouement of this drama of financial guilt been delayed for three months more. But the imperative demand for a settlement of the accounts, before the revenues of the quarter to be deposited had half accrued, baffled the stratagem which had been so long successful and exposure became inevitable.

The inquiry naturally arises, how this embezzlement could have existed so long, and have been constantly increasing in magnitude, without the knowledge of the Post Office Department? It may be answered, in the first place, that there was nothing in the antecedents of the postmaster to excite any special vigilance in the supervision of his official life. He bore an unsullied reputation, and his appointment had been made by the President on recommendations so numerous and so earnest as to leave no doubt but that he was entitled to and enjoyed the complete confidence of the people of New York. The boldest satirist of human virtue could have scarcely believed him capable of passing, at a single step, from the position of influence and honor which he occupied to the degradation of a fugitive felon. The true explanation, however, of the ignorance of the department of the existence and progress of this fraud must be sought for in the failure of the Sixth Auditor to report the constantly recurring delinquencies of Mr. Fowler to the Postmaster General. The relations of that office to this department are somewhat anomalous. To his hands are intrusted the administration of its highest interests, and yet he belongs to another department of the government and is absolutely under the control of the Secretary of the Treasury. The law creating his office and defining its duties is so distinct in its requirements, so far as the question to be discussed is concerned, that a citation of a few of its provisions will relieve me from the necessity of any very detailed examination of the points which the Auditor has urged in his defence.

The statute referred to—that of 2d July, 1836—declares: “The Treasurer shall render his accounts of the moneys received and paid by him, on account of the Post Office Department, quarterly, to the Auditor of the Post Office Department, hereinafter provided for.”

“There shall be appointed by the President, with the consent of the Senate, an Auditor of the Treasury for the Post Office Department, whose duty it shall be to receive all accounts arising in the said department or relative thereto, to audit and settle the same and certify their balances to the Postmaster General.” “He shall keep and preserve all accounts, with the vouchers after settlement. *He shall promptly report to the Postmaster General all delinquencies of postmasters*

in paying over the proceeds of their offices. He shall close the accounts of the department *quarterly*, and transmit to the Secretary of the Treasury quarterly statements of its receipts and expenditures."

"The Auditor of the Post Office Department shall superintend the collection of all debts due to the department, and all the penalties and forfeitures imposed on postmasters for failing to make returns or pay over the proceeds of their offices. He shall direct suits and legal proceedings, and take all such measures as may be authorized by law to enforce the prompt payment of moneys due to the department."

The views entertained by the Auditor on the question he has raised as to where the responsibility of reporting the delinquencies of postmasters to the Postmaster General properly rests, are fully set forth in his several letters hereto appended, while those held by the department are expressed in the communications of the Third Assistant Postmaster General, to all of which the attention of Congress is respectfully invited. The Auditor is understood to occupy two grounds: first, that a knowledge of the delinquencies of "deposit officers"—to which class that of New York belongs—is not chargeable upon his office; and second, that a regulation of the department so modified his duty under the general law as to absolve him from the obligation of reporting such delinquencies to the Postmaster General.

In presence of the declaration of the statute that "he shall close the accounts of the department quarterly," I read with some surprise the statement of the Auditor, that it is not in the ordinary course of the administration of his office to do so, that "at least six months necessarily elapse before the debits and credits for deposits are fully posted upon the books of this (his) office;" and that Mr. Fowler's account upon the ledger "was an open and running account wherein debits and credits were perpetually occurring, and no balances were otherwise adjusted than for the mere purpose of making rests and furnishing copies thereof from time to time as they were called for;" that books thus kept are a compliance with either the letter or spirit of the law cited is a conclusion not easily arrived at. In every branch of the public service it is believed that the policy of the government looks to a quarterly settlement of the accounts of all officers in its service; upon the enforcement of this policy depends the safety of the public revenues. If so relaxed an interpretation of the law as is now insisted on could be indulged, then defaulters engaged in the receipt and disbursement of the public moneys may be continued in office for months and years without their defalcation being verified, and without an opportunity being afforded the appointing power to remove them. But, be this as it may, I regard it as clear from the Auditor's own showing, that the deficits of Mr. Fowler, which were indicated from quarter to quarter during several years, all appeared through the "debits and credits posted" upon his ledgers, except those two occurring within the six months immediately preceding the final discovery and exposure of the embezzlement. It is also evident that, when the "rest" was made in this "running account" on the 15th of November, 1858, it was known to the Auditor that Mr. Fowler was a defaulter to the amount of \$76,871 86, up to the 30th September, 1858. Nor does the fact that the account was then balanced by ap-

appropriating the revenues of a subsequent quarter in any manner confuse or obscure this knowledge ; this operation left more than six weeks of the quarter, for whose receipts there were no corresponding deposits. This exhibited a default perfectly apparent to the Auditor, but which could not be known to the finance office of this department, because it had no knowledge that such perversion of the deposits it had superintended had been allowed. The general principle that a debtor may direct the application of a payment, and on his failure to do so that such application may be made by the creditor is not denied, but its bearing on the question under consideration is not perceived ; the weekly deposits required by law, and the regulations of the department are intended to be, and are, in fact, the current revenues, and they should be held to meet the liabilities of the quarter in which these revenues arose. Such an appropriation of them as was made in this case, if permitted, would defeat the whole object of the law, by retaining for weeks and months in the hands of defaulting officers the public moneys which the statute contemplates shall be promptly placed in the Treasury for the use of the government ; but, whether the appropriation was rightfully or wrongfully made, it disclosed to all concerned in the act the existence of a defalcation.

While pronouncing, as I feel constrained to do, this application of a part of the deposits of the last quarter of 1858 to be irregular, and tending alike to subvert the true policy of the law and to favor the concealment of the embezzlement that was in progress, it is due to the memory of my lamented predecessor to say that the statement that the account was thus closed by his direction rests solely on the authority of the Sixth Auditor. After diligent inquiry I am justified in saying that there is no trace in this department of any such order, nor any knowledge on the part of those concerned in its administration that such a proceeding ever had the sanction of the Postmaster General.

Having, then, the knowledge of this defalcation, was not the Auditor bound to communicate it to the Postmaster General? Can it be supposed that he believed this knowledge had already reached the present head of this department, and that with all the endeavors he was making to retrieve the postal revenues from their embarrassments, he was capable of permitting this vast sum to be embezzled and the amount increased from quarter to quarter without making a single effort to arrest the crime or dismiss the offender from the public service? The supposition is too extravagant to be indulged in. It may be safely assumed, that while he knew of the defalcation, he was at the same time perfectly aware that the Postmaster General did not know it. Does the regulation that he quotes absolve him from the duty which the general law imposes? The terms of the statute are as comprehensive as our language affords. He is required "to report promptly ALL delinquencies of postmasters in paying over the proceeds of their offices," no matter to what class they may belong. The regulation referred to should be construed so as to harmonize with the existing law ; but the interpretation of it sought to be maintained would bring it into direct conflict with the very words of the statute, and, of course, would render the regulation itself inoperative. The

duties of the "finance office" relates to business not "devolved by law upon the Auditor;" but the making of this report to the Postmaster General is, in the most express and emphatic manner, "devolved by law upon the Auditor." The Third Assistant Postmaster General, being the officer in charge of the finance office, is bound to see that the weekly deposits are made, and that they come up to what he estimates to be the average weekly revenues. He receives the quarterly returns of postmasters, but they are not in his office for scrutiny or comparison, but simply to be handed, with an account of all deposits made, to the Auditor. He might conjecture the existence of a defalcation, but he could not know it with absolute certainty. Whatever imperfect information he may have on the subject, this does not relieve the Auditor from discharging the duty which the law imposes on him, and which the thorough and complete knowledge he possesses enables him so promptly and so faithfully to perform. To the Auditor belongs the auditing of all claims and the settlement of all accounts in any manner connected with this department. He is the officer, therefore, who verifies, and first certainly knows that an embezzlement has been committed. The law makers fully comprehending this, and being thoroughly acquainted with the organization of the government, have most appropriately assigned to him the duty of reporting the delinquencies thus exposed in the administration of his office, and they have assigned this duty to him alone. In the case of the New York Postmaster he has failed to perform it by any communication or intimation of any kind, and hence the defalcation was permitted to grow from quarter to quarter, and from year to year, until it attained the startling proportions which it bore when finally brought to the light. In making this declaration no personal imputation upon the Auditor is intended. He has been spoken of in his official capacity only, and the knowledge on his part which has been asserted on the basis of his responsibility is that which is believed to have been furnished by the records of his office, and with which, in consequence, according to the theory of the law, he seems to be necessarily chargeable.

The accompanying record shows that between 1st of January, 1857, and 1st of January, 1859, there were at least eleven weeks in which no deposits of the revenues of the post office at New York were made. In this enumeration of those omitted are embraced those due 8th of August, 1857, and 15th of November, 1858, on which days deposits of \$20,000 and \$13,033 52 were made, but as they were special in their character, and were in their terms in payment of preëxisting liabilities, they were not a compliance with the regulation requiring weekly deposits of the current revenues. During the period referred to, the deposits repeatedly fell as low as six, five, and, on two occasions, four thousand dollars per week—an amount so far below the average that the suspicions of the finance office should at once have been excited. I find no indications in this department, nor have I any reason to believe, that these defaults were made known to my predecessor. After a careful examination of this record, it is scarcely possible to escape from the impression that there was negligence on the part of the late Third Assistant Postmaster General in his super-

vision of these weekly deposits. Had the proper vigilance been exercised, either the deposits would have been enforced at the times and in the amounts due or the postmaster would have been dismissed as a delinquent from the service. It is painful to be obliged thus to review the official action of one who has passed away, and who unquestionably sustained the very highest reputation in the service to which he belonged ; but our first obligations are to truth, and in our tenderness for the memory of the dead we are not permitted to forget justice to the living.

It is but due to the present Third Assistant Postmaster General to note that since March, 1859, when he assumed the administration of the finance office, weekly deposits of the revenues of the New York post office have been regularly made, and generally in amounts which, in comparison with the average of preceding weeks, and in the absence of all suspicion, could have left no doubt in his mind but that the sums deposited faithfully represented the actual receipts. On but two occasions does there appear to have been such a falling off in the amount as was calculated to awaken inquiry and apprehension, and on one of these the deposit of the succeeding week was apparently large enough to cover the deficit.

The comprehensive character of the inquiry contained in the resolution induces me to submit the accompanying papers, numbered from one to nineteen inclusive, which present all the information in the possession of this department in reference to the origin and progress of the embezzlement, and the measures which have been taken to protect, as far as practicable, the public interests in connexion therewith.

I have the honor to be, very respectfully, your obedient servant,
J. HOLT, *Postmaster General*.

Hon. WILLIAM PENNINGTON,
Speaker of the House of Representatives.

No. 1.

WASHINGTON, *May 10, 1860.*

New York post office, New York county, New York State.

ISAAC V. FOWLER, postmaster ; \$75,000 bond.

Let this office be placed temporarily in the hands of a special agent of the Post Office Department, to be appointed by the Postmaster General, in place of Isaac V. Fowler, removed.

JAMES BUCHANAN.

No. 2.

POST OFFICE DEPARTMENT,
May 10, 1860.

SIR: Herewith I enclose an authority for you to take charge of the post office at New York and public property therein, and to hold the same until further ordered.

You will superintend the affairs of the office, and see that the business thereof is properly conducted. You are hereby authorized and empowered to discharge any of the employés of the office who you may have reason to suppose are not faithful to their respective trusts as public officers.

I am, respectfully, &c.,

J. HOLT,
*Postmaster General.*H. ST. GEORGE OFFUTT, Esq.,
Special Agent Post Office Department.

No. 3.

POST OFFICE DEPARTMENT,
May 10, 1860.

SIR: You are hereby authorized to take possession of the post office at New York, New York, with all the letters, papers, pamphlets, keys, locks, portmanteaus, bags, cases, desks, tables, furniture, fixtures, and property of every description thereto belonging, including postage stamps and stamped envelopes, and to hold the same, by yourself or agent, until the pleasure of the President be known.

Witness my hand and the official seal of the Post Office
[L. s.] Department this tenth day of May, eighteen hundred and sixty.

J. HOLT,
*Postmaster General.*H. ST. GEORGE OFFUTT, Esq.,
Special Agent Post Office Department.

No. 4.

POST OFFICE DEPARTMENT,
May 10, 1860.

SIR: H. St. George Offutt, esq., special agent of the Post Office Department, is authorized to take possession of the post office at New York, New York, with all the letters, papers, funds, and other property thereto belonging, and to hold the same, by himself or agent, until the pleasure of the President be known.

You are, therefore, hereby required to deliver to said H. St. George Offutt all keys, locks, portmanteaus, bags, letters, papers, pamphlets, cases, desks, tables, furniture, fixtures, and property of every description, including postage stamps and stamped envelopes, belonging to the post office of New York, New York, and you will report to the department your account up to the time of delivery to said H. St. George Offutt of the post office property aforesaid.

[L. s.] Witness my hand and the seal of the Post Office Department, at Washington, this tenth day of May, A. D. eighteen hundred and sixty.

J. HOLT,
Postmaster General.

ISAAC V. FOWLER, Esq.,
Late Postmaster of New York, New York.

No. 5.

POST OFFICE DEPARTMENT, *May 12, 1860.*

SIR: You are instructed to proceed to New York and to take such steps as may be necessary, in your judgment, to maintain the efficiency and integrity of the administration of the post office of that city, now temporarily in charge of Mr. Offutt, until a successor to Mr. Fowler shall be appointed. It is manifest that the extensive and long continued embezzlement recently brought to light could not have been perpetrated without the complicity or knowledge, at least, of those associated with the late postmaster in the direction of the finances of this office. All such should be dismissed, and their places supplied by honest and capable men. While only those who were actual participants in the peculations which have been committed may be amenable to the penalties of the law, yet the interests of public justice require that none should be continued in the service who had knowledge of these guilty transactions but failed to communicate this knowledge to the government.

Very respectfully, your obedient servant,

J. HOLT,
Postmaster General.

Hon. HORATIO KING,
First Assistant Postmaster General.

No. 6.

POST OFFICE DEPARTMENT, *May 14, 1860.*

SIR: The enclosed letter you will please read and deliver to Judge Roosevelt, and furnish him with all the information in your possession which may aid him in originating and conducting the prosecution suggested. The Solicitor of the Treasury bore with him a formal

order from me on the late postmaster at New York for the amount ascertained to be due from him at the close of the last quarter. I presume a demand under this has been made, the proof of which should be furnished the United States attorney. You will also give him all assistance possible in ferretting out the accomplices in the crime. Certainly such an enormous embezzlement as this could not have been committed without the connivance and aid of others, and traces of their guilty participation must remain

Very respectfully, your obedient servant,

J. HOLT,
Postmaster General.

Hon. HORATIO KING,
First Assistant Postmaster General, New York.

No. 7.

POST OFFICE DEPARTMENT, *May 14, 1860.*

SIR: The Hon. Horatio King, First Assistant Postmaster General, will place in your hands evidence showing conclusively that Isaac V. Fowler, late postmaster at New York, has embezzled and appropriated to his own use upwards of one hundred and fifty-five thousand dollars of the postal revenues received by him in the administration of his office. The case is fully within the purview of the 16th section of the sub-treasury law, and, as the crime is unredeemed by a solitary palliation, I desire that you shall at once take appropriate steps to have a prosecution under the statute referred to set on foot. There is every reason to believe that others, probably those associated with him in the direction of the finances of his office, have been accomplices in the perpetration of this most guilty speculation, and as such are amenable to the penalty of the statute, and should be embraced in the prosecution. The magnitude and enormity of the offence are such as to justify and call for the exercise of the utmost vigilance and energy in ferretting out the guilty parties and bringing them to condign punishment.

Very respectfully, your obedient servant,

J. HOLT,
Postmaster General.

Hon. JAMES J. ROOSEVELT,
U. S. Attorney for Southern District New York.

No. 8.

POST OFFICE, NEW YORK,
May 19, 1860.

DEAR SIR: The Postmaster General desires me, on my return, to furnish him with a detailed statement of what has transpired here bearing upon the recent defalcation in the New York office, which ac-

count, he says, he will need in the preparation of his reply to the resolutions adopted by the Senate and House of Representatives on the 16th instant.

I will thank you, therefore, to hand me, on Monday, as full a report as you may be able to give, to be placed in his hands.

I have the honor to be, very respectfully, your obedient servant,

HORATIO KING,

First Assistant Postmaster General.

Hon. JUDGE ROOSEVELT, *New York.*

NEW YORK, *May 21, 1860.*

DEAR SIR: In answer to your note of the 19th, I would say that "a detailed statement of what has transpired here, (in New York,) bearing upon the recent defalcation," cannot be furnished by the district attorney's office. The warrant for the arrest of Mr. Fowler was issued by the Solicitor of the Treasury. The marshal to whom it was delivered, and who I believe has just returned from Washington, was entrusted with its execution. He informed me before leaving that he had made every possible effort to find the object of his search, but without success; and his chief deputy has given me substantially the same information since. Having ascertained that the delinquent and his sureties were probably the owners of real estate in New York and Richmond counties, I prepared a certificate of a levy upon it, and caused the same to be signed by the marshal and recorded in the office of the clerk of the district court. As I understand the act of Congress, this makes the amount due a lien in the same manner as if a judgment rendered by the court had been docketed against the parties. But although the language is general as to both principal and sureties, it would, of course, as to the latter, be restricted to the amount of their bond. The sureties are abundantly able, and were at first seemingly willing to meet their engagement, but they have since employed counsel to resist, as I presume, a recovery. As the lien created by the marshal's levy and the record of his certificate will embarrass the disposition of their property, it is not unlikely that they may be compelled to become plaintiff's in the threatened litigation. How they are to maintain a bill in equity against the government to remove the lien is not very clear.

I shall, as directed, issue a criminal process against the delinquent as soon as any trace of him is discovered. Until arrested on the civil warrant now in the marshal's hands, it would be idle to issue another of a criminal character.

No personal property of Mr. Fowler has as yet been found. His real estate is heavily encumbered. There is some prospect, however, of a surplus over the mortgages. It is said, also, that he had an interest in coal lands in Pennsylvania. The marshal of that district may be able to give information in regard to them.

Yours, very respectfully,

JAMES J. ROOSEVELT,

United States District Attorney.

HORATIO KING, Esq.,

First Assistant Postmaster General.

NEW YORK, *May 23, 1860.*

DEAR SIR: The Postmaster General, I think, is laboring under a misapprehension as to the character of the distress warrant now out against Mr. Fowler. He assumes that it is a process merely against the *property* of the delinquent, whereas it expressly directs the marshal, in the event of no sufficient goods and chattles, (an undisputed fact,) to levy the amount due "upon the *person* of such officer, who may be committed to prison, there to remain until discharged by due course of law." (See 3 vol. Statutes, page 592.)

If he cannot be found to be arrested on that warrant, I am at a loss to conceive how he is to be taken by the same officer on a criminal process. And if arrested on the former, what difficulty can there be in then holding him on both, as the latter can be prepared forthwith on the announcement of his capture and before his discharge.

I am, very respectfully, your obedient servant,

JAMES J. ROOSEVELT,
United States District Attorney.

HORATIO KING, Esq.

I enclose copy of warrant, &c.

To the marshal of the United States for the southern district of New York:

Whereas Isaac V. Fowler, postmaster at New York, in the State of New York, became indebted to the United States in the sum of one hundred and fifty-five thousand five hundred and fifty-four dollars and thirty-one cents, agreeably to the account truly stated by the accounting officers of the Treasury, and certified by the First Comptroller of the Treasury, of which a copy is herewith transmitted; and whereas the said Isaac V. Fowler has failed to pay over, according to law, the said sum of one hundred and fifty-five thousand five hundred and fifty-four dollars and thirty-one cents, these are, therefore, in pursuance of an act of Congress entitled "An act providing for the better organization of the Treasury Department," passed on the 15th day of May, 1820, to command you to proceed immediately to levy and collect the said sum of one hundred and fifty-five thousand five hundred and fifty-four dollars and thirty-one cents, by distress and sale of the goods and chattels of the said Isaac V. Fowler, having given ten days previous notice of such intended sale by fixing an advertisement of the articles to be sold at two or more public places in the town or county where the said goods or chattels were taken, or in the town or county where the owner of such goods or chattels may reside; and should there not be found sufficient goods and chattels to satisfy the said warrant you will levy the same upon the body of the said Isaac V. Fowler, and in case he should not satisfy the same you will commit him to prison, there to remain until discharged by due process of law; and if goods and chattels sufficient to satisfy said warrant be not found you are hereby further commanded to levy and collect the sum of seventy-five thousand dollars, or so much thereof as may be due, by distress and

sale of the goods and chattels of George Law and Gustavus A. Conover, sureties of said Isaac V. Fowler, having given ten days previous notice of such intended sale by affixing an advertisement of the articles to be sold at two or more public places in the town or county where the said goods and chattels were taken, or in the town or county where the owner of such goods and chattels resides; and should there not be found sufficient goods and chattels of the said Isaac V. Fowler, or the said George Law and Gustavus A. Conover, sureties as aforesaid, to satisfy the said warrant, you are hereby further commanded to levy upon and expose to sale at public auction to the highest bidder the lands, tenements, and hereditaments of the said Isaac V. Fowler, or so much thereof as may be necessary to satisfy the said warrant, or whatever sum there may remain due, after you shall have given notice of said sale for at least three weeks prior to its taking place in not less than three public places in the county or district where such real estate is situated; and should there not be found lands, tenements, and hereditaments of the said Isaac V. Fowler sufficient to satisfy the said warrant then you are hereby commanded to levy upon and expose to sale in like manner the lands, tenements, and hereditaments of George Law and Gustavus A. Conover, sureties of the said Isaac V. Fowler to the amount of the said sum of seventy-five thousand dollars, or so much thereof as may remain due, after you shall have given notice of said sale for at least three weeks prior to its taking place, in not less than three public places in the county or district where such real estate is situate.

And all moneys that may remain of the proceeds of such sale after satisfying the said warrant of distress and paying the reasonable costs and charges of sale, you are hereby required to return to the said Isaac V. Fowler, or to his said sureties, or such of them, as the case may be, whose property has been sold; and whatever you may do in obedience to this warrant you will make return thereof to this office; and for your so doing this shall be your sufficient authority.

In witness whereof I have hereunto set my hand and caused the [L. S.] seal of the Treasury to be affixed this 12th day of May, in the year of our Lord one thousand eight hundred and sixty.

JUNIUS HILLYER,
Solicitor of the Treasury.

Be it remembered that Junius Hillyer, esq., who certified the foregoing warrant, is now, and was at the time of doing so, Solicitor of the Treasury, and that full faith and credit are due to his official attestations.

In testimony whereof I, Howell Cobb, Secretary of the Treasury of the United States, have hereunto subscribed my name and caused to be affixed the seal of this department, at the city of [L. S.] Washington, this eleventh day of May, in the year of our Lord one thousand eight hundred and sixty.

HOWELL COBB,
Secretary of the Treasury.

THE UNITED STATES *vs.* ISAAC V. FOWLER, GEORGE LAW, AND GUSTAVUS A. CONOVER.

Know all men by these presents that I, Isaiah Rynders, marshall of the United States for the southern district of New York, in pursuance of a warrant of distress to me directed and delivered, under the provisions of the act of the Congress of the United States, approved May 15, 1820, entitled "An act for the better organization of the Treasury Department," requiring me to collect of the above named Isaac V. Fowler, a deputy postmaster of the United States, and of the above named George Law and Gustavus A. Conover, as his sureties, the sum of one hundred and fifty-five thousand five hundred and fifty four dollars and thirty-one cents, balance of the stated account in the said warrant mentioned, remaining due as therein mentioned, have levied upon all and singular the lands, tenements, and hereditaments of the said officer and his said sureties, in the county of Richmond, and the city and county of New York, and have directed a record of such levy to be made in the office of the clerk of the district court of the southern district of New York, to be a lien upon the said premises until discharged according to law.

ISAIAH RYNDERS,
U. S. Marshal.

MAY 16, 1860.

Received and recorded in the U. S. district clerk's office, southern district of New York, May 16, 1860, at 30 minutes past 2 p. m.
GEORGE F. BETTS, *Clerk.*

No. 9.

POST OFFICE DEPARTMENT,
Appointment Office, May 25, 1860.

SIR: Agreeably to instructions in your letter of Saturday, the 12th instant, I took the first train, after their receipt, and arrived in New York on Monday morning following. The post office being already under the charge of Mr. Offut, who took possession of it on the morning of the 12th inst., by virtue of his special appointment from you bearing date the 10th day of May, my first endeavor was to ascertain, if possible, to what extent Mr. William Caldwell, the assistant postmaster, who acted as cashier for Mr. Fowler, late postmaster, was implicated in the fraudulent transactions of the head of the office. In my interview with Mr. Caldwell, he admitted that from the time of his appointment as assistant postmaster, in 1857, he had known of Mr. Fowler's use of the public money, and he remarked that, although it had been a source of great and constant concern with him, as the appointed and confidential clerk of the postmaster, he did not feel at liberty to communicate to the department information of the fact.

He exhibited to me several checks, signed by Mr. Fowler, as vouchers for all missing money, which vouchers he said he should retain for his own protection. He did not then show me his cash books, nor did I then make a careful examination of the checks. Protesting his innocence, he decided to place in my hands his resignation, which was at once accepted, and another clerk was assigned to perform, temporarily, the duties of cashier. Subsequently, however, being called on, he produced his cash books, which, considering as his private property, he had taken away with him; and on striking the balance it was discovered that the debit side called for \$1,190 more than the amount of checks which he held. He asserted that this balance of \$1,190 had been handed over to Mr. Fowler, but having no vouchers therefor he paid it to the acting postmaster, and it was deposited in the sub-treasury to Mr. Fowler's credit. The memorandum checks in Mr. Caldwell's hands purport to be upon the "Chemical Bank," (a defunct institution, as I was informed,) and, as he stated to me, it was not the purpose, of course, ever to present them for payment. They are as follows:

1857, April 15.....	\$30,000 00
1858, May 7.....	25,000 00
" November 22.....	4,000 00
1859, March 30.....	15,000 00
" October 10.....	20,000 00
" " 18.....	17,282 19
1860, February 22.....	10,000 00
" April 18.....	2,000 00
" May 10.....	1,180 00
No date.....	45,830 26
	\$170,292 45

In explanation of the large amounts, he stated that Mr. Fowler was in the habit, from time to time, of drawing upon him for smaller sums, which he would afterwards consolidate in one check, taking up those given in the first instance. I did not learn at what time the check, without date, was given, nor why it was not dated. His cash books are retained in the office.

On the evening of Monday the 14th instant, I received from you a telegraphic despatch, addressed to me as follows:

"You are hereby authorized to place John B. Guthrie in charge of the New York post office, in place of H. St. George Offutt, relieved therefrom."

Immediately upon the receipt of this order I appointed Mr. Guthrie, as suggested, and he took charge of the office on the following morning. On my advice, however, Mr. Offutt remained till Tuesday afternoon, with the view of affording to Mr. Guthrie the advantage of such information as he had obtained in regard to the business of the office, and to close his own account.

Before I reached the office on Monday, Mr. Offutt had suspended the principal clerk for the sale of postage stamps and stamped en-

velopes, it having been discovered that his cash account for stamps sold was short by some \$1,380. James Holbrook, esq., special agent of the department, immediately assumed the charge of this matter, and the probability is that the clerk, with the aid of his friends, will make his account good, a considerable portion of the money having already been refunded. The clerk admits that he took a small portion of the money; and he states, also, that he one day omitted to lock up in his safe a bag containing \$200 of silver coin, which disappeared during his absence from the office. In regard to the sale of stamps, it was ascertained that there was a divided responsibility, which will hereafter be avoided.

Somewhat to my surprise I found that a very large part of the postage on letters for foreign countries, and upon various kinds of printed matter, was being paid in money instead of by stamps; nor was the manner of keeping the account of postage thus collected satisfactory. The honesty of the receiving clerks, whose integrity it is not my purpose to question, is the only safeguard. I decided, therefore, to issue an order, which was promulgated and took effect on the 20th instant, requiring the postage to be prepaid by postage stamps upon all transient printed matter, foreign and domestic, and upon all letters, foreign and domestic, deposited in the New York office for the mail, except in cases where prepayment is optional, and in which the senders do not wish to prepay. The effect of this rule will be not only to secure the government against loss in this particular, but also to protect correspondents from the payment of double postage.

Another regulation, which was put in force by the acting postmaster, Mr. Guthrie, is to require all quarterly or yearly payments of postage on newspapers and periodicals to be paid directly to the postmaster or to his cashier, instead of being paid at the windows as heretofore; and the same course will be pursued as regards box rents.

I investigated a complaint made to me that the foreign mails were closed too early on steamer days, and that the extra postage allowed to be collected on letters mailed at the wharf was divided among the clerks in charge of that business. From the best information I could obtain I am of opinion that the first part of this charge has no valid foundation. It usually takes an hour or more after closing the office to make up the mails coming in at the last moment, in addition to the time necessary to convey them to the steamer; and, in the meantime, letters are received for mailing at the wharf. But it is true that the extra postage, which I was assured had not amounted to over \$1,500 a year, has been divided among the fourteen or fifteen clerks belonging to the foreign division; and on reference to the original correspondence on this subject, it is perceived that such division was authorized by the Postmaster General. It was the intention, however, that this extra postage, like any other postage, should be credited to the department; and that whatever was paid to the clerks would form a part of their regular salaries. But this, I ascertained, had not been done. I gave directions immediately to have a separate account kept of this postage, and, agreeably to your instructions to the postmaster since my return, he will adjust the salaries of the clerks without special reference to any service they may perform at the wharf.

I also made a careful examination of the arrangements in operation for the receipt and delivery of letters by carriers in New York. And I will embrace an early occasion to present for your consideration some suggestions looking to an improvement in this branch of the postal service. The street letter-boxes, so far as they have been put up, appear now to give good satisfaction; and the number of city letters, I was informed, had very greatly increased since the late law, reducing the rate to one cent on such letters, went into effect.

General Dix assumed the charge of the office, relieving Mr. Guthrie, on the morning of the 23d instant. It is due to the latter gentleman, who consented at considerable inconvenience to himself to accept this temporary appointment, to say that he performed the duties assigned to him most ably and faithfully.

I remained until the evening of the 23d, and as General Dix, after his appointment was announced, but before he could receive his commission, spent much of his time in the office, opportunity was afforded for the fullest conference, both with Mr. Guthrie and myself. Upon the condition and business of the office, I need not say that he fully comprehends the responsibility and importance of his new position, and that he has entered upon the work with characteristic energy and ability. That the office has, in some respects, been loosely conducted there can be no doubt; and I am confident he will leave no measure untried to place it in a condition satisfactory alike to the government and to the public.

For an account of the action of the district attorney in regard to the defalcation of the late postmaster, I respectfully refer you to the accompanying communications from him on the subject.

In answer to your verbal inquiry as to what knowledge I possess with reference to the delay attending the execution of Mr. Fowler's bond on his reappointment by the President, March 24, 1857, and also upon his confirmation by the Senate, May 17, 1858, I have to state that I have no recollection of my attention being called to the delay at the first-mentioned period. It appears that his first commission expired 1st of April, 1857, and that under his reappointment in March previous his commission was sent to him on the 8th of May, after the receipt of his new bond. Here was a delay of five or six weeks, which, in the pressure of business, might, possibly, have occurred unobserved, especially when there was no suspicion of any want of ability to execute. The rule of the office, however, is to send out the letter of appointment, with blank bond, immediately on the receipt of the order of appointment, and it is expected that the bond will be executed and returned as soon as possible, upon the receipt of which the commission is forwarded. With reference to Mr. Fowler's last bond, I have a perfect recollection of the surprise created in the department at his neglect or inability to furnish the required surety after his second confirmation by the Senate. I know that he was repeatedly urged to execute that bond, and that his continued failure to return it executed finally became a matter of deep concern with the Postmaster General, notwithstanding the impression then prevailed in the department that his former bond would hold good until the new bond should be given. The old bond, however, was for only \$50,000,

while the new, it was first proposed, should be for \$100,000, but was afterwards reduced, at Mr. Fowler's request, as I understood, to \$75,000. Although his nomination was confirmed by the Senate on the 17th of May, and he was at once required to furnish a new bond, he postponed the execution of such bond until the 24th of September following. It cannot be denied that the leniency thus extended was extraordinary; yet, as before remarked, it was supposed that his sureties on the previous bond were still holden; and from his high standing as a gentleman, in the possession, as it was understood, of a considerable private fortune, there was naturally a reluctance to believe that there could be any danger of his failing. While the difficulty in procuring this last bond was well known to the late Governor Brown, then Postmaster General, I have no reason to believe that it was brought to the knowledge of the President. On the contrary, I am very confident that the President knew nothing of it, for I have no recollection of hearing his name mentioned by the Postmaster General in connexion with the subject, and I am quite sure he would have spoken of it had such been the case. But when the bond of \$75,000 was at length executed, all doubt, as I supposed, in regard to Mr. Fowler's ability to fulfil its requirements was set at rest; nor was it until the early part of April last that my suspicions in regard to him were aroused, since I took it for granted that the Auditor's department would see that his accounts were all right, or report to the Postmaster General if they were not. So soon, however, as Mr. Fowler's attention was called to the deficit in his account for the quarter ending 31st December last, he deposited an amount sufficient to balance it; and this, for the time being, quieted suspicion, although, as acting Postmaster General, I took measures to have his returns for the succeeding quarter examined as speedily as possible, with the view to ascertain how he stood on the first of April. The moment the result was known he was removed.

I have the honor to be, very respectfully, your obedient servant,

HORATIO KING,

First Assistant Postmaster General.

Hon. J. HOLT,

Postmaster General.

No 10.

OFFICE OF THE SOLICITOR OF THE TREASURY,

May 25, 1860.

SIR: In compliance with your verbal request I have the honor to make the following statement in relation to my official conduct in the matter of Isaac V. Fowler, late postmaster at New York:

My attention was called to the case about 11 o'clock on Friday, the 11th day of the present month, with instructions to proceed under the act of 15th May, 1820, by distress warrant. I immediately entered upon the preparation of the papers, which required much care and attention, and in as short time as I could possibly accomplish it.

I completed their execution ; and, under instructions from the department, started the same evening to New York to superintend in person the execution of the warrant, and was only prevented from reaching the depot in time to take the evening train by the accidental breaking down of the carriage. Being compelled by this accident to postpone my journey till the next day, I sent a telegraphic despatch to the district attorney at New York to meet me at his office at 6 o'clock on Saturday evening with the marshal.

On my arrival in New York Saturday evening I went directly from the boat to the office of the district attorney, where I found Mr. Hunt, the assistant district attorney, and the marshal, Mr. Rynders. I explained to them fully the object of my visit, and placed the warrant in the hands of the marshal, with instructions to find Mr. Fowler that night if he was on the earth, and unless he produced property sufficient to satisfy the debt, to arrest him and keep him in custody until he was discharged according to law. I stated to him that the President and cabinet were very much distressed at this defalcation, and were very earnest in their wish to save the debt, and that he must spare no trouble nor expense to execute the warrant that night.

Mr. Rynders took the warrant and promised to do his best to execute it, and I believe he did. At half-past 11 o'clock he came to my room and reported to me that he had searched for Mr. Fowler at his hotel and at all the places in the city which were usually frequented by him, and that he was nowhere to be found, nor could he get any clue to the place of his retreat. On Monday morning, after further consultation with the marshal and district attorney, it was determined, and the marshal was instructed, to execute the warrant against the sureties of Mr. Fowler, which is now being done.

Very respectfully your obedient servant,

JUNIUS HILLYER,
Solicitor

Hon. JOSEPH HOLT,
Postmaster General.

No. 11.

POST OFFICE DEPARTMENT,
May 15, 1860.

SIR: The Sixth Auditor being charged with the collection of the revenues of this department, and with the settlement of all claims against it, the law, in prescribing his duties, provides that "he shall promptly report to the Postmaster General all delinquencies of postmasters in paying over the proceeds of their offices." To these reports the President and the Postmaster General necessarily look for such information as may be safely relied on as a guide in the exercise of the appointing and removing power with which they are intrusted. With a solitary exception, this information is believed to have been heretofore promptly and faithfully communicated by the Auditor, and

appropriate action has in consequence been taken against the defaulters. This exception is found in the case of the New York postmaster, who, it has been discovered within a few days, has embezzled upwards of \$155,000 of the postal revenues received by him in the administration of his office. Investigation has satisfied me that it appeared from your books that at the moment Mr. Fowler's commission was renewed in March, 1857, he was a defaulter, which was wholly unknown to the President. It is also manifest that this defalcation has continued since to increase steadily from quarter to quarter, until at the close of March, 1860, it reached the startling sum named. These deficits, thus constantly growing and verified, were manifest upon the books of your office, but were never made known by report, written or verbal, direct or indirect, to the Postmaster General. I have by your silence been kept in profound ignorance of what it was your highest duty to have communicated, and what it was the unquestionable right of the head of this department to know. It is useless to say that had the slightest intimation of this defalcation reached me at any time, such steps would at once have been taken as would have arrested the progress of the embezzlement and prevented in part at least the deplorable consequences which have followed. The purpose of this communication is to request that you will furnish me an explanation of the reason why you have not, in compliance with the requirements of the statute, "promptly" reported to me the delinquencies of the late postmaster at New York in failing, from quarter to quarter, to pay over the proceeds of his office.

Very respectfully your obedient servant,

J. HOLT,
Postmaster General..

THOMAS M. TATE, Esq.,
Sixth Auditor.

No. 12.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT,
May 18, 1860.

SIR: I have had the honor to receive your letter of the 15th instant, in relation to the accounts of I. V. Fowler, as deputy postmaster at New York city.

This letter, I regret to find, presents grave charges against me, in connexion with the discharge of my duties as a public officer, and demands of me an explanation of my conduct.

In order properly to understand and determine the respective responsibilities pertaining to the several offices of the Post Office Department, and of the Auditor, it will be necessary to present, somewhat in detail, the various laws passed for the arrangement of the duties of officers connected with the adjustment of postal accounts, and the

various regulations established by the Postmaster General, from time to time, under the authority vested in him by law.

Section 1, of an act approved March 3, 1825, (U. S. L. vol. 4, page 102,) enacts that the Postmaster General "shall obtain from the postmasters their accounts and vouchers for their receipts and expenditures, once in three months, or oftener, with the balances thereon, arising in favor of the General Post Office;" and the ninth section of an act approved July 2, 1836, (U. S. L. vol. 5, page 80,) enacts that "the Postmaster General shall prescribe the manner in which postmasters shall pay over their balances." Under this authority, he has classed all post offices, except special offices, as either "deposit offices," "draft offices," or of "collection offices."—(See section No. 287, of the Post Office Regulations.)

Sections Nos. 288, 289, and 290, thus describe these various offices:

"Deposit offices are such as are ordered to place quarterly, or oftener, their funds in deposit in some depository."

"Draft offices are those which are ordered to retain their funds in hand to meet drafts drawn by the Postmaster General, and countersigned by the Auditor for the Post Office Department."

"Collection offices are those which are required to pay over their net proceeds quarterly to the mail contractor named in their special instructions, upon the production by him, from time to time, of the proper orders and receipts sent to him by the department."

Sections Nos. 295, 296, and 297 embrace the following regulations, viz: "Every postmaster under orders to place his funds in a depository, will take duplicate certificates of each deposit, signed by the proper officer, one of which should be transmitted to the Third Assistant Postmaster General, by the first mail thereafter, as the postmaster will not be entitled to a credit until the reception of the certificate at the department." "The deposit should include the whole amount due, whether for postage at the office, for postage stamps and stamped envelopes, or for collections or deposits made with the postmaster, on account of the department or otherwise."

The receipts of contractors for payments made to them at "collection offices" are required to be sent to the Auditor's office, and the certificates of deposit made by "deposit offices" are sent to this office by the Third Assistant Postmaster General, during the quarter succeeding the one on account of which they were received.

Section 9 of an act approved August 6, 1846, (United States Laws, volume 9, page 61,) makes it the duty of the postmaster of New York to pay over to the assistant treasurer in that city, all the public moneys collected by him or in his hands; and also makes it the duty of the Postmaster General to direct such payments to be made, at least, as often as once in each week, and as much more frequently as he may, in his discretion, think proper; and section 10 of the same act makes it the duty of the assistant treasurer to make returns to the Post Office Department (finance office) of all moneys received by him at such times, and in such form, as shall be directed by the Postmaster General. These returns have been, and are, made weekly.

Although the 8th section of an act approved July 2, 1836, (United

States Laws, volume 5, page 80,) enacts that the Auditor "shall promptly report to the Postmaster General all delinquencies of postmasters in paying over the proceeds of their offices;" this direction has never been held by the Auditor's office or finance office of the Post Office Department, as applicable to the "depositing or draft offices," for the following reasons, viz: In these two classes are embraced all the offices (2,199 in number) where the net balances due to the United States, at the end of each fiscal quarter, are greater than the quarterly balances due to the contractors for carrying the mails to and from these offices, and, therefore, cannot be paid over upon their "collection orders." Hence, books are prepared and kept in the "finance office" in which the names of the post offices and postmasters, who are required to deposit their proceeds quarterly or oftener, are recorded under appropriate heads; and as the certificates of deposit are received, they are duly recorded and then delivered to other clerks in the same office in order that the amounts may be charged to the several depositories, to thus enable the Postmaster General to issue his "*warrant*" therefor (if the deposits are in the treasury and its branches) in payment of any debts due by the department, or his *drafts*, for a similar purpose, if the depository is a post office. After these entries have been made, the vouchers are filed in that office until about the 20th day of the first month in the ensuing quarter, when they are delivered to the clerk in the Auditor's office, in charge of the "cash book."

The draft books in the finance office are kept in such manner as to exhibit *daily* the drafts which have been issued; and as the postmasters at "draft offices" are required to report to the Third Assistant Postmaster General, at least as often as once in each quarter, the amount of public money in their hands subject to draft, there can be no difficulty in approximating the condition of these accounts at any time.

By these processes the finance office is disbursing the moneys of the department in payment of its liabilities, long before it would be practicable for the Auditor to obtain from *that office* the quarterly returns of postmasters, and several months before an adjustment of these accounts could be made to pass through all the necessary forms of an auditing office, and the results appear upon its ledgers; and in cases of failure of postmasters to make their deposits in conformity with instructions, the enclosed circular letter (No. 22) is sent to them by the Third Assistant Postmaster General, and in the event of a failure or refusal to pay a draft issued upon a draft office, the enclosed circular letter (marked A) is addressed to the Auditor requesting a statement of his account, and during the entire period of my term of office, these statements have been promptly furnished *in every case*.

The classes of delinquents which have been regarded as within the special jurisdiction of the Auditor are, first, the postmasters at collection offices (some 22,000 in number) who fail to pay over to the contractors the proceeds of their offices upon the presentation of the proper orders of the department; and, second, the postmasters at offices which cannot, by reason of their peculiar position, be used either as "draft," "deposit," or "collection offices," and the revenue from which must therefore be collected by means of a special draft, (styled

“ Auditor’s draft,” or “ collection draft,”) issued in favor of the most convenient office at which the revenue, when collected, can be used by the department, or in cases where postmasters have executed new bonds, requiring their previous accounts to be closed by the payment of similar drafts. In all of these cases a failure to pay the sum claimed, or to present adequate cause of abatement of the same, is promptly followed by a report to the Postmaster General of the delinquency ; but not so with the other two classes of officers first named, and for the very sufficient reason that delinquencies in those offices are known, or should be, by the finance officer of the department long before this office could have cognizance thereof. The principal duties of that office are thus set forth on the first page of the edition of laws and regulations of the Post Office Department, viz :

“ *Finance office.*—The Third Assistant Postmaster General has twenty-eight clerks. To this office is assigned that portion of the supervision and management of the financial business of the department not devolved by law upon the Auditor, *embracing accounts with the draft offices and other depositories of the department*, the issuing of warrants and drafts in payment of balances reported by the Auditor to be due to mail contractors and other persons, *the supervision of the accounts of offices under orders to deposit their quarterly balances at designated points*, and the superintendence of the rendition by postmasters of their quarterly returns of postages.” “ To this office all postmasters should direct their quarterly returns of postage ; those at draft offices their letters, reporting quarterly the net proceeds of their offices, and those at depositing offices their certificates of deposit. To him should also be directed the weekly and monthly returns of the depositories of the department.”

The forms prescribed by the Secretary of the Treasury and Postmaster General, in the year 1845, for making reports of the progress in this office in the adjustment of the accounts of postmasters, are herewith submitted, numbered respectively 38, 2, and 4. By No. 38 it is seen that the examiner of these accounts has a period of *three months and five days* after the termination of each fiscal quarter, within which to complete the examination and adjustment of the accounts assigned to him ; by No. 2 it is seen that the registrar who enters the results of the adjustment, geographically, alphabetically, and analytically, in proper registers, has *fifteen additional days* allotted to him for completing his labors ; and by No. 4 it is shown that the bookkeeper has *six months* after the expiration of a fiscal quarter, within which to complete the postings of entries pertaining to the general accounts of postmasters. These periods have been found, by the test of more than twenty years’ experience, to be the earliest practicable dates within which the labor of examination, registration, and entries in the draft, deposit, and cash books of this office can be transferred to the general accounts on the ledgers ; and the congressional investigation instituted in 1836 elicited the information that prior to that date a period of from two to three years frequently elapsed before the completion of similar labors in the Post Office Department.

The periods fixed under the present system should not be detrimental to the interests of the department, for the reason that draft

offices are required to report to the "finance office," at least as often as once in each quarter, the sum subject to draft at once by the Postmaster General. Depositing offices can be required to do the same thing, and their certificates of deposits made at the end of the quarter, *or more frequently*, would exhibit very nearly the state of their accounts at any given period. Collection offices are called upon by the contractors, at the end of each fiscal quarter, for the payment of the whole amount due from them to the United States, upon collection orders and acknowledgments similar to specimens enclosed, (marked Nos. 32 and 33;) and the revenues of the department are in these modes realized, *chiefly*, long before the accounts are examined even by the Auditor's office; thus making the ledgers of the office subserve chiefly in establishing a permanent record of the accounts of the department, and the corrections made thereon in their adjustment, and a means of comparison between them and the books of the "finance office."

The bookkeepers are required by printed regulations "to furnish a list of balances of such present postmasters' accounts, in which there appear more than one quarter's postage, for the quarters ending September 30 and 31st March in each year," which duty has always been discharged by them.

The quarterly accounts of postmasters sent to this office for adjustment from the department differ materially from any other accounts with the government submitted to the other accounting officers of the treasury in this important particular: that whilst all other accounts are required to present *every item* of debit and credit for receipt and payment of money during the periods for which the accounts are rendered, in the "accounts current" of postmasters adjusted by this office, *all payments* of the revenue (except for the contingent expenses of the offices, payable out of the commissions on postage) are specially excluded by department regulation, (section No. 271, page 104;) the result of which is that one division of clerks receive and audit the *debit* side of the accounts, whilst others receive, at a *later period* of time, the evidence of payment, or *credit* side thereof.

You state "that investigation has satisfied me (you) that it appeared from your (my) books that at the moment Mr. Fowler's commission was renewed in March, 1857, he was a defaulter, which was wholly unknown to the President."

In answer to this, I beg to refer you to the foregoing and following explanation, which I think will convince you that at the date of Mr. Fowler's appointment, 24th March, 1857, the condition of his account with the department could not be ascertained or approximated on the books of this office; for at that date the postings of the entries pertaining to the quarter ending September 30, 1856, were not completed, and *were not required to be* until the 31st of March, 1857. Hence, the only source from which a knowledge of the condition of the account to the date of the last weekly deposit could be imparted to the President was in the "finance office" of the Post Office Department. I was not in office at the time, having been appointed in October, 1857.

The third section of an act approved March 3, 1825, (U. S. L., vol. 4, p. 103,) enacts: "'That it shall be the duty of the Postmaster Gen-

eral, upon the appointment of any postmaster, to require and take of such postmaster, bond, with good and approved security, in such penalty as he may judge sufficient, conditioned for the faithful discharge of all the duties of such postmaster required by law, or which may be required by any instruction or general rule for the government of the department." In conformity with the provisions of this section, the Post Office Department received from said Fowler a bond, dated 24th April, 1853, in the penalty of \$50,000, *about one-third of the net proceeds of the office for three months*, thus clearly indicating that the department believed that such a penalty would be as effectual in securing the government against any default during a quarter as one of tenfold the amount, if the "finance office" rigidly enforced the requirements embraced in the 9th section of an act approved August 6, 1846, in reference to the "deposit weekly (or oftener) of all the public money collected by him or in his hands." The liability of the sureties under this bond terminated, with the revenues of the office, on the 24th of March, 1857, on which day a new commission was issued to Mr. Fowler.

The new bond of Mr. Fowler having been executed in May, within the quarter succeeding the one in which he was appointed, and the quarterly returns made by him to the department not having been divided under the different responsibilities of the bonds, the entire quarter ending June 30, 1857, was embraced in the final adjustment of his account, under the responsibilities under the first bond, as shown by the following copy of a letter, addressed to him by my predecessor, William F. Phillips, esq. :

" AUDITOR'S OFFICE, P. O. DEPARTMENT,
" August 1, 1857.

"SIR: In consequence of your reappointment as deputy postmaster at New York, by the President of the United States, and the execution of a new bond during the quarter ending June 30, 1857, you became late postmaster with regard to your responsibilities under your bond dated the 23d of April, 1853, and therefore it becomes necessary to close your account as late postmaster to June 30, 1857, in precisely the same manner as if your term of office had expired on that day; with a view to which, I enclose herewith a statement of *your late account*, exhibiting a balance of \$23,020 88 due by you to the United States, and request that you will make a special deposit of that sum, *as late postmaster*, with the assistant treasurer of the United States at New York.

" Respectfully,

" WILLIAM F. PHILLIPS,
" Auditor.

" I. V. FOWLER, Esq.,
" *Postmaster New York, N. Y.*"

The account was closed by a deposit, and credits for items suspended by this office, in adjusting his return for the quarter ending June 30, 1857, specially directed by the Postmaster General, and Mr. Fowler to be applied thereto.

Mr. Fowler's nomination was confirmed by the Senate 17th May, 1858, and a bond was executed by him, under the new commission, on the 24th of September, 1858.

As this bond was executed within six days of the expiration of the second quarter subsequent to his confirmation, and the quarterly returns being again undivided, the six days were embraced in this late account to September 30, 1858, and his present account commenced October 1, 1858, under the new bond, on which Messrs. Law and Conover are sureties, in a penalty of \$75,000. The late account was closed by deposits specially applied thereto by the late Postmaster General and Mr. Fowler. The following copy of a letter from Mr. Fowler refers to the deposit designed to close that account; but by reason of the fact that the adjustment was made *independently of the ledgers of this office*, (being in advance of the postings therein,) it was found, upon the final postings, that there remained a balance in favor of Mr. Fowler of \$4,161 65, which was transferred to his new account:

“ POST OFFICE, NEW YORK,
“ November 15, 1858.

“ \$13,033 52.

“ SIR: Herewith please find a certificate of a deposit this day made for the above amount, which please place to my credit for *quarter ending 30th September*.

“ Respectfully, your obedient servant,

“ ISAAC V. FOWLER,
“ Per WM. CALDWELL.

“ JOHN MASON, Esq.,

“ *Third Assistant Postmaster General.*”

In conclusion, permit me to say that, in my judgment, I have shown in the foregoing statement that the case of Mr. Fowler has not been an exceptional one, but that my action has been in strict conformity with the long-established usage and practice of the department; and I further declare that I am not conscious of having failed to discharge promptly and faithfully any of the duties enjoined upon me by said usages and laws in this case.

Respectfully,

THOS. M. TATE,
Auditor.

Hon. JOSEPH HOLT,
Postmaster General.

These circulars show how the revenues of the department in the hands of *present postmasters* are collected by the Postmaster General. The balances remaining in the hands of *late postmasters* are collected by the Auditor of the Treasury for the department.

(No. 19.)

POST OFFICE DEPARTMENT,
Finance Office, ———, 18 .

SIR: You will deposit quarterly the whole amount due by you to the department with the ———, in specie, or such funds as are receivable by law, taking duplicate certificates for the amount, and forthwith transmitting one of them in a separate letter addressed to the Third Assistant Postmaster General.

A deposit should be made as soon as practicable after the close of each quarter; and if it be not convenient to attend to it in person, it is expected that you will embrace the first safe opportunity of transferring your funds by private hands to the point designated, without incurring expense either to yourself or to the department.

If at any time you fail to deposit, as above directed, you will report the cause of failure to the Third Assistant Postmaster General, and thereby avoid being treated as a delinquent.

Very respectfully, your obedient servant,

—————,
Third Assistant Postmaster General.

—————, *Postmaster.*

(No. 22.)

POST OFFICE DEPARTMENT,
Finance Office, ———, 18 .

SIR: You are requested to explain, without delay, why you have made no deposit with the ——— for the last quarter, in obedience to your instructions, or, if you have made the deposit, why the certificate thereof has not been forwarded to the Third Assistant Postmaster General, as those instructions require.

Very respectfully,

JOHN MARRON,
Third Assistant Postmaster General.

(No. 1.)

POST OFFICE DEPARTMENT, ———, 18 .

To the Postmaster at ———:

SIR: You are required *within two days* after the close of each quarter to forward your quarterly accounts to this department, or if there be no mail from your office within that time, then by the next mail. The quarters end on the 31st March, 30th June, 30th September, and 31st December.

By having your accounts of mails sent and mails received copied beforehand up to the last day, you can finish the copies, make the calculations, and have them ready to be forwarded in a few hours.

As you have no right to use or credit out the money which belongs to the United States, it is required that you have the balance due at the end of each quarter ready to pay on demand.

The contractor *named at the foot of this letter*, who carries the mail on the route there stated, on which your office is situated, is authorized to demand and receive of you, either in person or by his agent, at the end of each quarter, so long as he shall actually carry the mail on said route, or until you shall be otherwise directed, *the whole amount due from you to the United States*, including the quarter then just terminated, as shown in your account current.

Blank forms of orders and receipts (specimens of which are hereto annexed) will be sent for *every collection* to the contractor. The forms so sent, and no others, must be used in your payments to contractors. If the contractor call on you in person for the money he must sign *both* the two receipts. If any other person call for the money, as agent, he must produce to you the two orders in the prescribed form, *signed by the contractor*, with the blank receipts annexed; and after you have paid him he will fill up and sign *both receipts*, and leave the two orders and receipts with you; the order and receipt marked *original* you will forward, by the next mail, to the Auditor of the Treasury for the Post Office Department, and not in your account current to the Postmaster General. The order and receipt marked *duplicate* you will retain.

If any change has taken place in the office, by resignation, death, or otherwise, in the quarter for which payment is so demanded by the contractor, both the *late* and *present* postmaster should pay according to the portions of the quarter each has held the office and signs the returns, or is liable therefor, *taking care*, however, to insert in the receipts to be signed by the contractor the *exact amount* paid by each.

These claims and orders cannot be sold, negotiated, or transferred; and *no credit will be allowed you* for any payment to *any other person* than the contractor or the person named in his orders; nor in the latter case will credit be allowed unless the order accompany the receipt, nor unless the receipt be dated on the day when the money is paid.

When demand is made of you, as herein prescribed, it is expected that you will make instant payment, and the contractor is instructed to report forthwith to the department every refusal on your part.

I am, respectfully, sir,

Third Assistant Postmaster General.

Pay, according to the above instructions, _____ to _____
_____, contractor on route No. _____.

[This instruction to be filed in your office for the government of yourself or successor.]

SPECIMEN FORMS—ORIGINAL.

To the postmaster at ———, State of ——— :

Pay to ——— the whole amount due from you to the United States to the 30th September, 1842, including any moneys paid or deposited with you as postmaster or agent of the Post Office Department, any amount due for errors corrected, and the amount due on your quarterly account for the quarter ending on that day, or due for any preceding quarters.

—————, *Contractor.*

—————, 1842.

Mail Route No. ———.

Received this ——— day of ———, 1842, from ———, postmaster at ———, State of ———, ——— dollars ——— cents.
——— dolls. ——— cts.

The postmaster, on making payment, will forthwith transmit the original order and receipt, by letter, (and not in his quarterly account,) to the Auditor of the Treasury for the Post Office Department, and retain the duplicates for his own security.

If the postmaster neglect to transmit the originals promptly the Auditor may be unable to charge the contractor at the proper time, and the postmaster may finally lose the credit.

SPECIMEN FORMS—DUPLICATE.

To the postmaster at ———, State of ——— :

Pay to ——— the whole amount due from you to the United States to the 30th September, 1842, including any moneys paid or deposited with you as postmaster or agent of the Post Office Department, any amount due for errors corrected, and the amount due on your quarterly account for the quarter ending on that day, or due for any preceding quarters.

—————, *Contractor.*

—————, 1842.

Mail Route No. ———.

Received this ——— day of ———, 1842, from ———, postmaster at ———, State of ———, ——— dollars, ——— cents.
——— dolls. ——— cts.

The receipts *must not* be taken in the name of the assistant or clerk, but must be taken in the name of the postmaster who rendered the quarterly account last preceding.

If a change of postmaster has taken place in the quarter the late and present postmaster should *both* pay to the contractor, but be careful to specify the amount paid on account of *each* postmaster.

If payment be made to the contractor in person he will sign the

original and duplicate receipts. If payment be made to the agent named in the order the contractor will sign the *two orders*, and the agent will sign the *two receipts*.

Note to the contractor.—If payment is not duly made to the contractor he will return both the original and duplicate orders and receipts, noting thereon the date when demand was made, and "*the reason*" why the postmaster did not pay.

(No. 32.)

ACKNOWLEDGMENT.

ROUTE No. _____

The receipt per collection orders sent for the quarter ending June 30, 1860, upon the postmasters hereinafter designated, of the sums set opposite their respective names, on account of compensation for carrying the mail of the United States, is hereby acknowledged by the undersigned, to wit:

[illegible]

Contractor.

It is entirely unnecessary for you to employ any person on your behalf to expedite the settlement of your accounts, as such settlement is always made in due order of business, and no unofficial interference can affect the action of the office. The same prompt attention is given to business when transmitted by letter as if presented in person; and hence the employment of an agent to transact such business is not only unnecessary, but involves an actual loss to at least the amount paid such agent.

Be sure to write every postmaster's name from whom money may be received, and sign your name (or the name of your firm) at the bottom. When you fail to collect from a postmaster, state the cause of your failure, and the day when the demand was made. Then enclose this acknowledgment, and enclose also the blank receipts for the postmasters who may fail to pay, and direct them to the "Auditor of the Treasury for the Post Office Department."

No authority to collect will be forwarded hereafter until this form of acknowledgment shall be returned; and no balance will be paid until all the acknowledgments and the blanks on postmasters who have not paid are received.

(No. 33.)

(Original.)

To the postmaster at _____, State of _____. Pay to _____ the whole amount due from you to the United States up to the 30th June, 1860, including any moneys paid or deposited with you as postmaster or agent of the Post Office Department, any amount due for errors corrected, and the amount due on your quarterly return for the quarter ending on that day, or due for any preceding quarters.

1860.

Contractor.

Second quarter, 1860.

Mail route No. —.

Received this — day of —, 1860, from —, postmaster at —, State of —, — dollars, — cents.

The *postmaster* on making payment will forthwith transmit the original order and receipt by letter (*and not in his quarterly return*) to the *Auditor of the Treasury of the Post Office Department*, and retain the duplicates for his own security.

If the postmaster neglect to transmit the originals promptly, the Auditor may be unable to charge the contractor at the proper time, and the *postmaster* may finally lose the credit.

(Duplicate.)

To the postmaster at —, State of —. Pay to — the whole amount due from you to the United States up to the 30th June, 1860, including any moneys paid or deposited with you as postmaster or agent of the Post Office Department, the amount due for error corrected, and the amount due on your quarterly return for the quarter ending on that day, or due for any preceding quarters.

1860.

Contractor.

Second quarter, 1860.

Mail route No. —.

Received this — day of — 1860, from —, postmaster at —, State of —, — dollars, — cents.

 The receipt must NOT be taken in the name of the ASSISTANT or CLERK, but must be taken in the name of the POSTMASTER who rendered the quarterly account last preceding.

If a change of postmaster has taken place in the quarter, the late and present postmaster should *both* pay to the contractor, but be careful to specify the amount paid on account of *each* postmaster.

 If payment be made to the contractor in person, he will sign the original and duplicate receipts. If payment be made to the agent *named in the order*, the contractor will sign the two orders and the agent will sign the two receipts.

 NOTE TO THE CONTRACTOR.—If payment is not duly made to the contractor, he will return both the original and duplicate orders and receipts, noting thereon *the date* when demand was made, and *the reason why* the postmaster did not pay.

(No. 20.)

POST OFFICE DEPARTMENT,
Finance Office, —, 185-.

SIR: Your office is hereby made, and will continue to be, a “draft office” until otherwise directed.

You will retain the net proceeds of the office, with all other moneys of this department which you may receive or collect, to be paid over upon drafts drawn by the *Third Assistant Postmaster General*, and countersigned by the *Auditor for the Post Office Department*.

Immediately upon the receipt of this, you will report by letter to the *Third Assistant Postmaster General* the *whole amount* of your indebtedness to the department up to the end of the last post office quarter; and at the end of *each quarter thereafter* you will report to him the net amount due by you on your quarterly return of postages, as well as for any other moneys which you may have received or collected during the quarter then just ended.

These reports should be made promptly at the end of every quarter, and always in a separate letter addressed to the Third Assistant Postmaster General, embracing no other subject whatever. Strict attention to these reports will prevent your account being overdrawn.

Upon the payment of any draft drawn and countersigned as before-mentioned, you will, as directed on the back thereof, take from the last holder his receipt for the amount; and you will be careful to transmit to the Auditor, at the end of each quarter, *the right-hand halves* of all the drafts paid by you during the quarter, as they are the vouchers which will entitle you to credit on a final settlement of your account with that officer. You will, of course, keep safely *the left-hand halves* of all such drafts.

The failure to pay a rightful draft to the department is deemed by the Postmaster General sufficient cause for the instant removal and prosecution of the postmaster.

By direction of the Postmaster General:

_____,
Third Assistant Postmaster General.

A.

POST OFFICE DEPARTMENT, _____, 18—.

SIR: _____, postmaster at _____, having failed to pay draft No. _____, drawn on him by the Postmaster General, for \$_____, dated the _____, I respectfully request a statement of his account, made up to the latest period practicable.

Respectfully, your obedient servant,

_____,
Third Assistant Postmaster General.

To _____,
Auditor for the Post Office Department.

(No. 38.)

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT,
December 31, 1859.

I have to report to you that I have completed the examination of the quarterly returns of postmasters for the quarter ending September 30, in section No. 16, embracing New York city, Oswego, and Utica, New York, and Columbus, Georgia, and estimated to contain from A to D in paid accounts 540.

I have personally examined the additions and other calculations in said returns, and, wherever found erroneous, have made the proper correction in red ink. I have submitted for revision and decision, according to the laws and regulations of the department, all vouchers of contingent, miscellaneous, or other expenses. I have reported to

you in writing all cases in which returns have been defective in form, and I now subjoin an acknowledgment of the clerk who registers the accounts for the said section that the same have been duly delivered to him.

I am, respectfully,

A. D. H. ARMOR,
Examining Clerk.

AUDITOR'S OFFICE,
December 31, 1859.

I hereby acknowledge that I have duly received, and in proper form, the accounts above mentioned.

JOHN W. DANIEL,
A. RUSSELL,
MARCUS LANE,
Registers.

THOMAS BARTLETT, Esq.,
Principal Clerk on Postmasters' Quarterly Returns.

Attested and submitted to the Auditor.

THOS. BARTLETT,
Principal Clerk.

REGULATION.

Each examining clerk will make his report according to the form of the preceding page, and with the acknowledgment of the proper register subscribed, on the fifth day of the second quarter following the quarter to which the accounts appertain; and the principal clerk is expected to deliver such report to the Auditor on the next day.

AUDITOR'S OFFICE OF THE TREASURY,
For the Post Office Department, June 23, 1853.

The foregoing form and regulations having been submitted to the Secretary of the Treasury and the Postmaster General and been approved by them, will be used and observed by the clerks of the examiner's division of this office, from and after this time.

THOMAS M. TATE,
Auditor.

(No. 2.)

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT,
October 17, A. D. 1858.

SIR: I have to report to you that I have completed the registry of the quarterly returns of postmasters, as examined and delivered to me,

for the quarter ending June 30, for section No. 11, embracing the States of New York, Maryland, New Jersey, New Hampshire, Texas, and California, and estimated to contain 2,287 accounts.

I have reported to you in writing every instance in which the examination of any of said returns, or any allowances made therein, appeared to me to be inaccurate or improper. I have been careful to fix and exhibit the period of each return ; to enter in the proper columns the debits and credits of every kind. I have noted all cases in which a postmaster has received a new appointment and given a new bond ; and made corresponding entries of the accounts when so rendered. I have made all the necessary additions and recapitulations—proving the same ; and subjoin an acknowledgement of the proper book-keeper that my register has been duly delivered to him.

I am, respectfully,

MARCUS LANE, *Register.*

WOODVILLE LATHAM,

Principal Clerk on Registry of Accounts.

E. M. MERCHANT.

Attested and submitted to the auditor.

W. LATHAM,
Principal Clerk.

REGULATION.

Each register will make his report according to the form on the preceding page, on the twentieth day of the second quarter following the quarter to which the returns appertain ; and the principal clerk is expected to deliver such report to the Auditor on the next day.

AUDITOR'S OFFICE OF THE TREASURY,
For the Post Office Department, July 1, 1855.

The foregoing form and regulations having been submitted to the Secretary of the Treasury and the Postmaster General, and approved by them, will be used and observed by the clerks of the register's division of this office, from and after this time.

WM. F. PHILLIPS, *Auditor.*

(No. 4.)

AUDITOR'S OFFICE OF THE TREASURY,
For the Post Office Department, June 30, 1859.

I have to report that I have completed all the entries in the ledgers of postmasters' accounts for the quarter ended December 31, 1858, for section No. 2, embracing the States of New York and Delaware and District of Columbia, and estimated to contain 3,000 accounts.

The entries therein, of every kind, have been applied to their appropriate accounts, and then carefully compared by me, in conjunction with Mr. James F. Maguire,

Respectfully,

WILLIAM BLAIN,
Book-keeper.

J. F. BOON, Esq.,
Principal Book-keeper.

Respectfully submitted to Auditor.

JOHN F. BOON,
Principal Book-keeper.

REGULATIONS.

1. Each book-keeper will make his report according to the form on the preceding page, on the last day of the second quarter following the quarter to which the postings appertain.

2. Each book-keeper will furnish a list of balances of such present postmaster's accounts in which there appear more than one quarter's postage for the quarters ending 30th September and 31st March, in each year.

THOS. M. TATE, *Auditor.*

No. 13.

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT,
May 25, 1860.

SIR: Having perused a copy of your letter of the 18th instant, addressed to the Postmaster General, we respectfully state that, in our opinion, the laws and regulations defining the respective duties and responsibilities of the Auditor and of the Third Assistant Postmaster General, and the usages of the department under those laws and regulations are therein accurately set forth. We have both been employed first in the department under its former organization, and subsequently in the office of the Auditor, for more than twenty-five years, and during the greater portion of that period we have been engaged in conducting the correspondence incidental to the current condition of the general accounts of postmasters, and to the adjustment of the accounts of late postmasters, and the collection of final balances due thereon.

We are, very respectfully, your obedient servants,

PRESLEY SIMPSON.
JOHN P. WHEELER.

THOMAS M. TATE, Esq.,
Sixth Auditor for Post Office Department.

No. 14.

POST OFFICE DEPARTMENT, *May 21, 1860.*

SIR: I submit for your examination a letter addressed to me by the Sixth Auditor on the 18th instant, and have to request that you will communicate the views you entertain in reference to the position taken, which seeks apparently to relieve that officer of the duty of ascertaining and reporting the delinquencies of certain classes of postmasters, and imposes it on the finance branch of this department, of which you have charge. You will explain the manner in which your books are kept, and the usage and course of administration of your office, so far as such explanation may shed light on the question which the Auditor has raised, and will state particularly whether the records of your office furnished any means for detecting and verifying, quarterly or otherwise, the existence of the recent defalcation of the postmaster at New York.

Very respectfully, your obedient servant,

J. HOLT,
Postmaster General.

A. N. ZEVELY, Esq.,
Third Assistant Postmaster General.

No. 15.

POST OFFICE DEPARTMENT,
Finance Office, Washington, May 23, 1860.

SIR: I have the honor to acknowledge the receipt of your letter of the 21st instant, with one addressed to you on the 18th instant by the Sixth Auditor, and to submit, agreeably to your request, my views in reference to the position taken by the Auditor, which seeks apparently to relieve him of the duty of ascertaining and reporting the delinquencies of certain classes of postmasters, and to impose it on the branch of this department of which I have charge.

It is true that the act of 1825 quoted by the Auditor requires the Postmaster General to obtain from the postmasters their accounts and vouchers, &c. Under the same act it was also his duty to audit and settle all such accounts; but by section 8 of the act of July 2, 1836, (Stat. at Large, vol. 5, p. 81,) the office of Auditor of the Treasury for the Post Office Department was created, and the following among other duties assigned to the same, viz:

“To receive *all* accounts arising in said department or relative thereto, to audit and settle the same, and certify their balances to the Postmaster General.”

“He (the Auditor) shall keep and preserve all accounts, with the vouchers, after settlement.”

“He shall promptly report to the Postmaster General all delinquencies of postmasters in paying over the proceeds of their offices.”

“He shall close the accounts of the department quarterly.”

These provisions, with others in the same act, relieved the Postmaster General entirely of the duty to audit and settle postmasters' or other accounts. The chief purpose of the act was to establish an accounting office for the Post Office Department as a check upon the Postmaster General, and in order to make it the more effective to this end the office was made a branch of the Treasury Department, and the Auditor removed from the influence of the Postmaster General.

The 9th section of the same act makes it the duty of the Postmaster General “to enforce the prompt rendition of the returns of postmasters.”

Accordingly, the regulations of the department require quarterly returns to be addressed to the “Third Assistant Postmaster General.”

The fact of their reception is noted in each case, and the accounts are then immediately (frequently on the day of opening) sent to the Auditor, according to the 1st section, above quoted.

At the end of the quarter measures are taken to “*enforce* the rendition of accounts” on the part of such postmasters as have failed to render in due time, and this is the only purpose for which the accounts are received at all in the Post Office Department proper—merely to relieve the Auditor of the necessity of reporting postmasters failing to render accounts.

No examination has ever been made since the re-organization of the department in 1836, with any view to fix the accountability of postmasters, that duty being clearly and exclusively devolved on the Auditor.

The 9th section also enacts that the Postmaster General shall “prescribe the manner in which postmasters shall pay over their balances,” and the Auditor has correctly quoted the Regulations on this subject. His reference to the act of August 6, 1846, section 9, is also correct, showing the duty of the postmaster at New York to deposit, at least once a week, with the Assistant Treasurer of the United States in that city, all the public moneys collected by him.

In the next place the Auditor refers to the 8th section of the act approved July 2, 1836, (above quoted,) which provides that “*he shall promptly report to the Postmaster General all delinquencies of postmasters in paying over the proceeds of their offices,*” and says: “This direction has never been held by the Auditor's office or finance office of the Post Office Department, as applicable to the depositing or draft offices,” designated by section 287 of the Department Regulations.

Whatever may be the Auditor's construction of this law, he is much mistaken in asserting that the finance office has never considered it applicable to the depositing or draft offices. It provides that he shall receive *all* accounts arising in the department or relative thereto, audit and settle the same, and certify the balances to the Postmaster General, and that he shall promptly report *all* delinquencies of postmasters in paying over the proceeds of their offices. In view of such plain language, the finance office cannot agree to the exemption claimed by the Auditor.

Following the Auditor's train of argument, I now proceed to ex-

plain the manner in which my books are kept, and the usage and customary administration of my office.

There are three books, (in charge of three clerks,) viz: 1st, deposit book; 2d, draft book; 3d, depositary cash accounts.

The deposit book shows the names of the post offices which are required to deposit their proceeds quarterly or oftener, and as certificates of deposit are received they are appropriately entered, so as to present a summary account of the amounts deposited by each office. For a more detailed explanation of this book, I beg leave to refer to the accompanying letter (A) of Mr. Baer, who has attended to it since May, 1857, (excepting an interval of about five months); also, the letter of Mr. Todhunter, (B,) who had charge of the same book in 1850 and 1851; and to one from Mr. Deeble, (C,) (not now in office,) all testifying to the fact that the deposit book was used as a simple record of the amounts paid over by postmasters, and that it was not considered the duty of the finance office to compare such accounts with the actual indebtedness of postmasters, as shown in the Auditor's office. A letter (D.) to the same effect is submitted from Mr. Lancaster, who keeps the depositary cash book.

2d. The draft book exhibits the amounts daily drawn from draft offices, which specially report each quarter the amount of money in their hands subject to draft, and there is no difficulty in approximating the condition of their accounts at any time.

3d. The depositary cash account book shows the amounts in the several depositories, as received from the depositing offices. The certificates of deposit, after being entered on the deposit book, (No. 1,) as above explained, are passed to the clerk, who charges the amounts to the several depositories, and at the end of the quarter delivers them to the Auditor's office.

Such accounts are kept with eight United States depositories: the Treasurer, the Assistant Treasurer, Boston, New York, Philadelphia, Charleston, New Orleans, St. Louis, and San Francisco, and twenty-nine other depositories at post offices designated by the Postmaster General. The moneys thus accruing are made available before the accounts of postmasters are finally adjusted; but in respect to the depositing offices there is no account kept showing the amounts actually due from them.

This class of offices now numbers one thousand four hundred and seventy-six, and the keeping of anything more than the present summary accounts of their deposits would require at least one additional clerk. In case of *entire failure* of an office to deposit according to instructions, or failure of a draft office to pay a draft, the Auditor is called on for a statement of the accounts; but as already shown, by the testimony of four gentlemen who have had long experience in this office, when deposits were regularly made the amounts were not scrutinized and compared with the postmaster's indebtedness, as it was believed to be the special duty of the Auditor to notice "all delinquencies of postmasters in paying over the proceeds of their offices."

But it appears that he claims exemption from this duty, though plainly prescribed by law, under the plea that in a recital of the duties

assigned to the several divisions of this department, as published on the second page of a book containing a list of post offices and the laws and regulations of the department, the following language occurs under the head of "Organization of the Department:" "Finance office: To this office is assigned that portion of the supervision and management of the financial business of the department not devolved by law upon the Auditor, embracing accounts with the draft offices and other depositories of the department." This descriptive recital of the duties of the finance office was prepared for the mere purpose of guiding postmasters in their correspondence, by giving them some idea of the divisions of business in the department. It was not issued under the head of "Regulations," nor was it ever deemed to have any force or effect in fixing responsibility or shaping duties.

In the same publication the finance office is described as having charge of the issuing of postage stamps and stamped envelopes, *and of the accounts connected therewith*; and thus, according to the Auditor's reasoning, the finance office should see that postmasters duly account for the postage stamps and stamped envelopes sent them, while, in fact, it merely keeps a summary account of the same, (as in the case of depositing post offices,) and it is entirely the business of the Auditor to hold the postmasters responsible.

Rejecting, however, such considerations, it might be sufficient to cite the fact that the same book from which the Auditor quotes shows *his* duties distinctly under the head of "Regulations," chapter 1, sections 1, 2, 3; and among others the duty of "*reporting all delinquencies on the part of postmasters in paying over the money in their hands.*"

But the Auditor proceeds to show that in the ordinary course of business six months may elapse before the labor of examination, registration, and entries in the draft, deposit, and cash books of his office can be transferred to the general accounts on the ledgers; that meanwhile the process of collecting the revenues of any given quarter is chiefly completed before the accounts are even examined by the Auditor's office; that draft offices are held accountable by the finance office, to which they report quarterly balances due; and that depositing offices *can* be required to do the same thing, and thus also be held accountable in the finance office, while collection offices alone are attended to in the Auditor's office.

The indebtedness of draft offices is approximated by *assuming* that postmasters report correct balances and delinquencies duly noted; but not so with the depositing offices, for reasons already given. They have never been thus treated; have never been required to report to the finance office quarterly the balances in hand. Being instructed to deposit *the whole amount due* a certificate of deposit is tantamount to a certificate of their indebtedness for all the purposes of the finance office.

Whether a new system can be devised for the purpose of holding all such offices further in check, (as proposed by the Auditor,) is not now the question; but simply, what are the duties now and hitherto performed in the finance office, especially with reference to depositing offices? The Auditor suggests that they can be required to report to the finance office, at least once in each quarter, the sum immediately

subject to draft. In answer to this, I beg leave to suggest, that I have already shown, that they are required to make substantially such reports quarterly, or oftener, the certificates of deposit being considered equivalent to such reports. But the standing regulations of the department now actually contemplate such returns to the *Auditor*. I quote from chapter 24, page 106 :

“ General accounts.

“SECTION 277. Every postmaster will keep in his office a general or ledger account with the United States for the service of the post office department, subject to the inspection of the Postmaster General, or of any general or special agent of the department; and *a copy of which is to be furnished to the Auditor, from time to time, when required.*

“SEC. 278. In the general account, every postmaster will credit the United States with the balances due on his quarterly returns as acknowledged, and when notified by the Auditor of any corrections made on examination thereof, he will make the corresponding corrections in the general account, or enter the proper credit therefor.

“SEC. 279. The postmaster will likewise credit all sums collected by or deposited with him on account of the department, and will debit the account with all sums paid over for the general service of the department, whether by deposit upon draft or upon collection order. A draft office may be required to deposit, or to pay on a collection order, or a collection office to deposit or to pay on a draft.”

This general account, which the auditor can require from time to time, furnishes him with all the items of debit and credit for receipt and payment of money during the time for which it is required to be rendered. It also obviates the difficulty pointed out by him in connexion with the ordinary account current, from which he says all payments of the revenue (except for the contingent expenses of the offices, payable out of the commissions on postages) are specially excluded by department regulations, section No. 271. It includes, of course, deposits of which he says he only receives notice through the finance office.

Moreover, on June 14, 1856, with a view to expediate the settlement of the quarterly returns from the large offices, the Postmaster General instructed a number of that class, (including New York,) to forward immediately after the close of each quarter the transcripts of mails received and mails sent, and to send the rest of the returns in ten days thereafter. Accordingly these large accounts go *first* in the hands of the examiners and are examined during the first month after the expiration of the quarter.

Thus it will appear, as I think, that the Auditor's office by means of the general account and the quarterly returns can at any time determine the condition of a postmaster's account. That office can command *all* the materials for such purposes, certainly with reference to the class of accounts examined the first month after the expiration of a quarter without waiting for the various entries on the books, which are said necessarily to consume six months. It is thus ren-

dered *independent* of the finance office, receiving all the items of account, debit and credit (including deposits) directly from the Postmasters. I must therefore think him in error when he says, in answer to your inquiry on the subject, that the only source from which the President could obtain a knowledge of the condition of the accounts of postmaster of New York in March, 1857, was "in the finance office of his cabinet officer, the late Postmaster General, Hon. A. V. Brown."

It is perfectly clear that since the reorganization by the act of 2d July, 1836, there has been no accounting office for this department, in the proper sense of the term, except the Sixth Auditor's Office of the Treasury, and that according to the plain unmistakeable language of the law, that office must audit and settle *all* accounts, and report to the Postmaster General *all* delinquencies on the part of postmasters, to pay over the proceeds of their offices.

I think I have also established the fact that the duties assigned to the finance office have reference mainly to disbursements, its only accounts being summary cash accounts of moneys reported subject to warrant and draft, and per contra, of warrants and drafts actually issued, numbering annually over twenty three thousand.

I have yet to answer the concluding portion of your letter, by stating that the records of this office as I found them and as they have since been kept, furnish no means of detecting and verifying quarterly or otherwise the existence of the recent defalcation of the postmaster at New York

The books did not show the transfer of the deposits of any one quarter to close the accounts of a preceding quarter.

Weekly deposits appear to have been made with eleven exceptions, nine of which occurred during the year 1857, and two during 1858, and which I am unable to explain, my term of office having commenced in March, 1859. Since the latter date there has been no omission to deposit each week, and nothing appeared on the books that was at all calculated to awaken my suspicions that the amounts deposited were insufficient. They exceeded the deposits of previous periods—the smallest amount being \$5,000, which was immediately followed, the succeeding week, by a deposit of \$16,000.

The average quarterly deposits in 1857, were \$121,609 54. In 1858, \$119,758 38. During my term of office, \$130,025 50. See accompanying statement marked, (E.)

I have the honor to be, very respectfully, your obedient servant,

A. N. ZEVELY,

Third Assistant Postmaster General.

Hon. J. HOLT,

Postmaster General.

A.

FINANCE OFFICE, *May 22, 1860.*

SIR: In compliance with your request I submit the following statement of the duties connected with the keeping of the deposit book,

and the manner of discharging them in accordance with the instruction I received at the time of taking charge of it in May, 1857.

In establishing an office as a deposit office, a circular or special letter is sent to the postmaster, instructing him to deposit the amount due at the end of each quarter at a designated point, or at the end of each week, in offices like New York, Philadelphia, Boston, New Orleans, &c., &c.; and when they fail to deposit, a circular, calling for an explanation, is sent at or upon the close of the quarter subsequent to the quarter for which the deposit should have been made.

I have in all cases entered, as instructed, the certificates to the respective offices as received, without regard to the amount, or comparing them with the quarterly returns or average proceeds of the office to which it was placed.

In cases where postmasters have failed to deposit, after having been called upon for an explanation, and refused to furnish such, I have always reported the defaulter to the appointment office, and the account was then adjusted in the Auditor's office.

In cases where postmasters made irregular deposits, or deposited less than the amount due, from neglect or other causes, I have been notified of the fact from the Auditor's office, and furnished with a statement of the account.

I have never called for a statement of an account of any office where deposits were made regularly, but only where there was an entire failure to deposit.

I believed my duty fully discharged by keeping the deposit book, as above stated; and in reference to the late defalcation of the postmaster at New York, I could not perceive from the amount of deposit, in entering weekly the certificates, that it was insufficient to cover the revenue of his office, as I never had any instructions to compare the amounts with the quarterly returns or average proceeds. The records of this office furnish no means for detecting or verifying quarterly or otherwise the existence of the recent defalcation of the postmaster at New York.

In connexion with the above duties I have to enter quarterly, and examine the calculations and compare the amount of pay of over 500 route agents on the reports of the Auditors, note the changes created by appointments, removals, resignations, and increase and decrease of pay. I have also to enter quarterly the amount of pay upon 8,723 mail routes, examine the calculations of the Auditor's office upon each route, add the amount of total pay, and subtract the collections, fines, &c., from the sum, note all the changes of transfers and abandoned routes, increase and decrease and allowances of pay, from the weekly report from the contract office.

Thus, with 1,479 depositing offices, 500 route agents, and 8,723 mail routes, together with the entry of all the changes created by the different reports of the department, upwards of 40,000 entries are yearly made

Very respectfully, your obedient servant,

B. F. BAER.

A. N. ZEVELY, Esq.,

Third Assistant Postmaster General.

B.

POST OFFICE DEPARTMENT,

Finance Office, May 21, 1860.

SIR: At your request I have to state that among other duties assigned to me in the month of July, 1850, was that of taking charge of the deposit book.

The offices on that book were required to make their deposits quarterly, with the exception of some seven or eight, which were instructed to do so weekly, on account of their large revenues, one of which was, of course, New York city.

The certificates of deposit were sent to this office, and came to my desk. The amounts expressed on such certificates were then entered in their appropriate places, and at the end of each quarter passed over to the Auditor, to be carried to the respective general accounts on the ledger in his office. Whether these certificates embraced the whole amount due upon the quarterly returns I did not know, and had no means of knowing until I could get such information from the register in the office of the Auditor; but even that I did not consider necessary, as no instructions were ever given to me to compare the deposits with the quarterly returns, which never came to the desk where the deposit book was kept.

At the close of a quarter the book was examined, and to those offices failing to make the required deposit, a circular was sent requesting an "explanation without delay."

The certificates, as received, were registered "failures noted," the call made for explanation, and that I considered completed the duty as to that book.

Whenever it was ascertained that a postmaster persistently refused to deposit or make a satisfactory explanation of the cause of failure, he was reported to the appointment office for removal, and the account treated as late, which would be then adjusted and closed by the Auditor by suit or otherwise.

That book was under my charge from July, 1850, to September, 1852, during which time and until April, 1853, Mr. Fowler's predecessor was in office.

It may be proper to state here that no knowledge was in my possession of the state of the accounts, deposits, or returns of the late postmaster at New York, either directly or indirectly.

I have the honor to be, yours, &c.,

J. E. TODHUNTER.

A. N. ZEVELY, Esq.,

Third Assistant Postmaster General.

C.

GEORGETOWN, D. C.,
May 21, 1860.

DEAR SIR: Being informed that a misunderstanding exists as to the manner in which the deposit book has been kept in your bureau, I beg leave, respectfully, to state, (if it will be of any service to you in vindicating your branch of the department from false or erroneous charges,) that during the entire time that I had charge of that book I simply entered the deposits from the certificates as they were laid upon my desk, without any reference to the quarterly returns whatever; and that when, at the close of a quarter, I observed any office deficient, I filled the usual blank form to the Postmaster, inquiring why the deposit was not made; and there my duties in that regard ceased.

Very respectfully, &c.,

J. W. DEEBLE.

A. N. ZEVELY, Esq.,
Third Assistant Postmaster General.

[Mr. Deeble was clerk from January, 1852, to July 1, 1853, and in charge of the deposit book during that period, as the records of this office will show.]

D.

POST OFFICE DEPARTMENT,
Finance Office, May 21, 1860.

SIR: The manner of keeping the deposit book now is the same as when I was appointed to a clerkship in this office. The deposit clerk is required to see that the postmasters of deposit offices make their weekly or quarterly deposits. When failing to do so, an explanation is required; if the explanation is not satisfactory, the delinquent is reported to the First Assistant Postmaster General. It has never been the usage (in my knowledge) for the deposit clerk to compare the deposits with the postmasters' returns.

Touching the New York account, I would respectfully state that I never knew the amount of his bond; never saw his returns on the receiving book; never saw his account on ledger or paper, official or unofficial, nor heard anything regarding its condition since the last of 1858 or the first of 1859, until within the past few weeks.

Very respectfully, your obedient servant,

JOHN L. LANCASTER.

A. N. ZEVELY, Esq.,
Third Assistant Postmaster General.

E.

*Deposits made by I. V. Fowler, postmaster at New York, New York,
from January 1, 1857, to March 31, 1860.*

First quarter.		Second quarter.		Third quarter.		Fourth quarter.	
1857.		1857.		1857.		1857.	
Jan. 3	\$23,000 00	April 4	\$21,000 00	July 3	\$15,000 00	Oct. 10	\$22,500 00
10	6,000 00	4	5,000 00	11	12,000 00	19	10,000 00
17	8,000 00	18	10,000 00	18	10,000 00	24	10,000 00
24	8,000 00	May 4	10,000 00	Aug. 1	10,000 00	Nov. 7	10,000 00
Feb. 7	10,000 00	2	16,938 16	8	20,000 00	14	6,000 00
14	10,000 00	4	10,000 00	15	10,000 00	21	10,000 00
21	12,000 00	9	10,000 00	22	10,000 00	Dec. 5	8,000 00
28	9,000 00	16	10,000 00	Sept. 5	15,000 00	12	10,000 00
March 7	9,000 00	23	8,000 00	12	12,000 00	19	9,000 00
14	10,000 00	June 6	14,000 00	19	10,000 00	-----	-----
21	10,000 00	15	10,000 00	-----	-----	-----	-----
28	15,000 00	27	12,000 00	-----	-----	-----	-----
	130,000 00		136,938 16		124,000 00		95,500 00

First quarter.		Second quarter.		Third quarter.		Fourth quarter.	
1858.		1858.		1858.		1858.	
Jan. 9	\$33,000 00	April 3	\$11,000 00	July 3	\$18,000 00	Oct. 2	\$10,000 00
23	15,000 00	10	8,000 00	10	9,000 00	9	21,000 00
Feb. 8	12,000 00	17	7,000 00	17	5,000 00	16	15,000 00
13	10,000 00	24	5,000 00	24	9,000 00	23	12,000 00
16	16,000 00	May 1	5,000 00	31	6,000 00	30	5,000 00
20	4,000 00	8	9,000 00	Aug. 7	9,000 00	Nov. 6	15,000 00
27	5,000 00	15	7,000 00	14	8,000 00	15	13,033 52
March 6	7,000 00	22	7,000 00	21	9,000 00	22	7,000 00
13	9,000 00	29	5,000 00	28	7,000 00	30	6,000 00
20	8,000 00	June 5	10,000 00	Sept. 4	12,000 00	Dec. 4	9,000 00
27	8,000 00	12	12,000 00	11	8,000 00	11	8,000 00
-----	-----	19	8,000 00	18	9,000 00	18	8,000 00
-----	-----	26	5,000 00	25	11,000 00	31	4,000 00
	127,000 00		99,000 00		120,000 00		133,033 52

E—Continued.

First quarter.		Second quarter.		Third quarter.		Fourth quarter.	
1859		1859.		1859.		1859.	
Jan. 8	\$20,000 00	April 2	\$10,000 00	July 2	\$14,000 00	Oct. 1	\$12,000 00
15	9,000 00	9	8,000 00	9	10,000 00	8	9,000 00
22	12,000 00	16	9,000 00	16	10,000 00	15	8,000 00
29	6,000 00	23	12,000 00	23	9,000 00	22	9,000 00
Feb. 5	8,000 00	30	7,000 00	30	8,000 00	29	8,000 00
12	9,000 00	May 7	10,000 00	Aug. 6	7,000 00	Nov. 5	10,000 00
19	8,000 00	14	8,000 00	13	10,000 00	12	8,000 00
26	8,000 00	21	9,000 00	20	12,000 00	19	10,000 00
March 5	16,000 00	28	6,000 00	27	8,000 00	26	8,000 00
12	10,000 00	June 4	11,000 00	Sept. 3	11,000 00	Dec. 3	8,000 00
19	10,000 00	11	10,000 00	10	11,000 00	10	11,000 00
26	8,000 00	18	9,000 00	17	7,000 00	17	7,000 00
		25	12,000 00	24	12,000 00	24	12,000 00
						31	5,000 00
	124,000 00		121,000 00		129,000 00		125,000 00

First quarter.		RECAPITULATION.	
1860.		First quarter.....1857.....	\$130,000 00
Jan. 7	\$16,000 00	Second quarter...1857.....	136,938 16
14	10,000 00	Third quarter....1857.....	124,000 00
21	12,000 00	Fourth quarter...1857.....	95,500 00
28	11,000 00	First quarter.....1858.....	127,000 00
Feb. 4	11,000 00	Second quarter...1858.....	99,000 00
11	9,000 00	Third quarter....1858.....	120,000 00
18	10,000 00	Fourth quarter...1858.....	133,033 52
25	12,000 00	First quarter.....1859.....	124,000 00
March 3	9,000 00	Second quarter...1859.....	121,000 00
10	15,000 00	Third quarter....1859.....	129,000 00
17	13,000 00	Fourth quarter...1859.....	125,000 00
24	11,000 00	First quarter.....1860.....	146,000 00
31	7,000 00		
	146,000 00		

No. 16.

POST OFFICE DEPARTMENT, *May 17, 1860.*

SIR: I have to request that you will, at the earliest moment practicable, furnish this department a statement of the precise amount of the deficit in the accounts of Isaac V. Fowler, late postmaster at New York, at the close of the year 1856. Also the aggregate amount of the revenues received and the deposits or payments made by him in each quarter from the period named until the 31st of March, 1860, so as to exhibit the deficit of each of said quarters separately, as well as the sum total of the deficits unadjusted at each of the said periods designated. I have also to request that when the accounts of any of said quarters shall have been balanced by transferring to the credit of such quarter the deposits made of the revenues, in whole or in part, of a subsequent quarter, you will note the fact of such transfer and the amount of the same, and mention upon what authority such a disposition of these deposits was made.

You will also report whether a deficit in the accounts of the late postmaster at New York existed prior to the 31st of December, 1856; and, if so, when and what was the amount of such deficit.

Very respectfully, your obedient servant,

J. HOLT,
Postmaster General.

THOMAS M. TATE, Esq.,
Sixth Auditor.

No. 17.

OFFICE OF THE AUDITOR OF THE TREASURY
For the Post Office Department, May 23, 1860.

I have the honor to acknowledge the receipt of your communication of the 17th instant, propounding numerous interrogatories in regard to the condition of the several accounts of Isaac V. Fowler, as late deputy postmaster at New York city, at various periods of time, under the commission issued to him by the late President, the Hon. Franklin Pierce, and the two commissions issued to him by the President.

Under the commission, dated April 24, 1853, Mr. Fowler held the office of deputy postmaster at New York until the 24th day of March, 1857; but in consequence of his not executing a bond under his re-appointment by the appointment by the President until the 4th day of May, 1857, in the succeeding quarter; and of the quarterly returns rendered by him to the "finance office" of the Post Office Department, and sent from there to this office, (after "the balance thereon arising" had been recorded in that office, and the "dead letters" properly attended to,) not being divided under the responsibilities of the two bonds, it became necessary to embrace the entire quarter

ending June 30, 1857, in the final adjustment of his account as *late postmaster*, under his first bond.

The gross revenues of the office, during the period embraced in this account, amounted to \$3,093,363 01; and the net revenue, after deducting the "incidental expenses" of the office, and the payments to "letter-carriers" of their earnings, amounted to \$2,133,471 25. The quarterly accounts sent to this office from the department ("finance office") presenting balances, amounting in the aggregate to the above sum, differ from all other accounts of the government submitted to the other accounting offices in this important particular: that, by No. 271 of the Post Office Department regulations, "*no balance due on a former quarter, nor any payment to or collection for the department, is to be entered in it.*" Hence the examiner of this office, whose duty it is to examine this account, can show nothing of the condition of the account for the periods preceding the quarter under examination, and nothing in regard to any payment which may have been made into the treasury on account of the balance indicated by the quarterly account before him; and a period of *six months* necessarily elapses before the *debts and credits for deposits* are fully posted upon the ledgers of this office. The forms and regulations established by the Secretary of the Treasury and the Postmaster General, which I had the honor to submit to you on the 18th instant, fully establish this fact. This general account of Mr. Fowler upon the ledgers was an open and running account, wherein debits and credits were perpetually occurring, and no balances were otherwise adjusted than for the mere purpose of making rests and furnishing copies thereof from time to time as they were called for; and if there were any differences between the sums deposited quarterly and the amount of the "balances arising on the quarterly account current," they did not amount to a sufficient sum in the aggregate, at any period of time, to be regarded as exhibiting the postmaster as a defaulter to the department.

In regard to the application of payments made subsequent to the termination of a quarter or period, during which the entire sum chargeable to the postmaster had not been paid into the treasury, I have to state that they were so made by the direction of the late Postmaster General, Hon. A. V. Brown, and I think he was fully warranted in giving such direction by the general rule of law, "that the debtor has a right, if he pleases, to make the appropriation of payments, or, if he omits it, the creditor may make it; if both omit it, the law will apply the payments according to its own notions of justice."—(See *The United States vs. Kirkpatrick*, 9 Wheaton, 720.) See also the case of the Postmaster General *vs. Furber*, 4 Mason's C. C. R., 333, wherein it is decided "that where there are items of debit and credit in a running account between the Postmaster General and the deputy postmaster, in the absence of any specific appropriation by either party, the credits are to be applied to the discharge of the debts antecedently due in the order of the account." And again, in the post office case of *Boody et al. vs. The United States*, (1 Woodbury and Minot, 151,) this principle of law is thus set forth in the syllabus: "A payment is to be applied to the oldest debts, if the debtor gives no directions; and it must be proved that the payment came from

receipts accruing under a second *bond*, if that is relied on against the propriety of applying it to any balance whatever still due under a prior bond." Your attention is also specially directed to the post office case of Jones vs. United States, (Howard, 681.) There are numerous other authorities which could be cited to sustain this principle, but as they are doubtless familiar to you, I do not deem it necessary to refer to them.

On the 2d May, 1857, Mr. Fowler addressed to Mr. Marron a letter, of which the following is a copy:

\$16,938 16.

POST OFFICE, NEW YORK, *May 2, 1857.*

SIR: Herewith please find certificate of a deposit this day made for the above sum, which please place to my credit for quarter ending March 31, 1857, and oblige

Yours, very respectfully,

ISAAC V. FOWLER,
Per WILLIAM CALDWELL.

JOHN MARRON, Esq.,

Third Assistant Postmaster General.

On the 1st August, 1857, my predecessor, W. F. Phillips, esq., addressed the following letter to Mr. Fowler:

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT,
August 1, 1857.

SIR: In consequence of your reappointment as deputy postmaster at New York by the President of the United States, and the execution of a new bond during the quarter ending June 30, 1857, you became late postmaster with regard to your responsibilities under your bond dated 23d April, 1853, and therefore it becomes necessary to close your account as late postmaster to June 30, 1857, in precisely the same manner as if your term of office had expired on that day; with a view to which, I enclose herewith a statement of your *late* account, exhibiting a balance of \$23,020 88 due by you to the United States, and request that you will make a special deposit of that sum (*as late postmaster*) with the assistant treasurer of the United States at New York.

Respectfully,

WILLIAM F. PHILLIPS, *Auditor.*

I. V. FOWLER, Esq.,

Postmaster at New York, N. Y.

In accordance with this direction, the sum of \$20,000 was deposited on the 8th of August, 1857; and on the 16th of September, 1857, the following order was issued to this office, viz:

POST OFFICE DEPARTMENT,
September 16, 1857.

SIR: Having duly considered the items of expenditure suspended by you in the settlement of the account of I. V. Fowler, postmaster of

New York, for the quarter ending June 30 last, in connexion with his letter to you dated the 7th of this month, I have to request that they be allowed to him as follows, viz :

For clerk hire	\$3,339 39
For stationery	436 76
For three safes.....	335 00
For repairs.....	908 92
	5,020 07

The letter and vouchers are herewith returned.

Very respectfully, your obedient servant,

AARON V. BROWN,
Postmaster General.

WILLIAM F. PHILLIPS, Esq.,
Auditor Post Office Department.

Under this order the credit was given and the account closed by transferring to his new account, commencing July 1, 1857, the sum of \$1,999 19, due to him on his late account, by reason of the excess of said credit over the sum claimed in the letter of August 1.

The nomination of Mr. Fowler as deputy postmaster at New York was confirmed by the Senate of the United States 17th May, 1858, and, as the bond under the new commission was not executed until within six days of the expiration of the quarter ending September 30, 1858, and his "account current" for that quarter was again undivided, the entire quarter was embraced in the adjustment of this second *late account*, and his present (or last) account commenced with the quarter ending December 31, 1858, under the new bond, on which Messrs. Law and Conover are sureties in a penalty of \$75,000. This second late account was closed, by deposits specially applied thereto, by direction of the late Postmaster General, Hon. A. V. Brown, and Mr. Fowler. The following copy of a letter from Mr. Fowler refers to the deposit designed to close this account, but by reason of the fact that the adjustment was made independently of the ledgers of this office, being in advance of the period in which it was practicable to complete them, it was found, upon the final postings of debits and credits, that there remained a balance of \$4,161 65 in favor of Mr. Fowler, which was transferred to the credit of his subsequent account:

\$13,033 52.

POST OFFICE, NEW YORK,
November 15, 1858.

SIR: Herewith please find a certificate of a deposit this day made for the above amount; which please place to my credit for *quarter ending 30th September*.

Respectfully, your obedient servant,

ISAAC V. FOWLER,
Per WM. CALDWELL.

JOHN MARRON, Esq.,
Third Assistant P. M. General.

The aggregate amount of the discrepancies between the net revenue of the post office at New York and the payments into the treasury between the 1st May, 1853, and the 31st day of December, 1855, was \$8,985 70, that being the balance due to the United States on this general account at that date.

The net revenue of the office for the quarter ending March 31, 1856, was \$131,721 63, and the sums deposited and credited amounted to \$114,083 65, showing a difference of \$17,637 98.

The net revenue for the quarter ending June 30, 1856, amounted to \$129,793 68, and the deposits and payments to \$126,016 07, showing a difference of \$3,777 61.

The net revenue for the quarter ending September 30, 1856, amounted to \$132,534 17, and the deposits and payments to \$119,287 63, showing a difference of \$13,246 54.

The net revenue for the quarter ending December 31, 1856, amounted to \$129,911 69, and the deposits and payments to \$144,006 22, showing an excess of payments amounting to \$14,094 53.

The net revenue for the quarter ending March 31, 1857, amounted to \$133,009 75, and the deposits and payments to \$138,425 90, again exhibiting an *excess* of credits amounting to \$5,416 15.

The net revenue for the quarter ending January 30, 1857, amounted to \$136,474 66, and the deposits and payments to \$140,689 03, again showing an excess of credits to the amount of \$4,214 37.

Total deficit in payments to December 31, 1855.....	\$8,985 70
For the quarter ending March 31, 1856.....	17,637 98
For the quarter ending June 30, 1856.....	13,777 61
For the quarter ending September 30, 1856.....	3,246 54
Add sums collected by him on drafts	3,098 10
	46,745 93

Total excess of deposits for the quarter ending December 31, 1856.....	\$14,094 53	
March 31, 1857.....	5,416 15	
June 30, 1857.....	4,214 37	23,725 05

Total balance due United States..... 23,020 88

to June 30, 1857, under the responsibilities of the bond dated 1853, which was closed on the books of this office in the manner set forth in the preceding pages.

The net revenue for the quarter ending September 30, 1857, amounted to \$134,531 01, and the deposits and payments to \$94,456 06, showing a difference of \$40,074 95.

The net revenue for the quarter ending December 31, 1857, amounted to \$112,754 57, and the deposits and payments to \$108,930 84, showing a difference of \$3,823 73.

The net revenue for the quarter ending March 31, 1858, amounted to \$114,630 41, and the deposits and credits to the sum of \$95,216 22, showing a difference of \$19,414 19.

The net revenue for the quarter ending June 30, 1858, amounted to

\$117,473 13, and the deposits and payments to \$116,248 53, showing a difference of \$1,224 60.

The net revenue for the quarter ending September 30, 1858, was \$126,857 94, and the deposits and credits amounted to \$115,495 45, being a difference of \$11,362 49.

The aggregate of these differences amounted to \$75,899 96, to which is added the sum of \$971 91 collected on drafts; and as the second general account of Mr. Fowler terminated here, the account was closed on the books of this office as before exhibited.

The foregoing analysis of the quarterly receipts and payments between the first of January, 1856, and the 31st March, 1860, made in compliance with your direction, exhibit in detail the differences which existed at the end of each fiscal quarter during the three several terms of Mr. Fowler's incumbency; but it must be borne in mind that his general accounts were closed on the books of this office to the 30th of June, 1857, and to the 30th of September, 1858, as fully set forth in my letter of the 18th instant, and in this, and further, that these general accounts are not kept in this analytical form, but are open and running accounts under the responsibilities of the several bonds.

As the decision of the Supreme Court of the United States in the case of *Jones vs. The United States* (7 Howard, 681) exhibits the form in which the general accounts of postmasters are kept, I respectfully direct attention thereto, and subjoin the following extract therefrom as being peculiarly applicable to the accounts of Mr. Fowler, viz:

"We conclude our view of the question in the language of Judge Hopkinson in the case of *The Postmaster General vs. Norvell Gilpin*, 134: 'The application of the moneys received in a subsequent quarter to the payment of the debt or balance antecedently due being correct and lawful, all the balances antecedent to the last quarter were extinguished by the successive payments, and the final balance falls on the last quarter.' A contrary result could be attained only by changing the manner in which the accounts have been kept, and by arranging the actual transactions as they occurred between the parties—a proceeding which, we think, is required neither by the letter nor the objects of the act of Congress."

The net revenue arising to the United States on the returns of I. V. Fowler for the quarter ending December 31, 1858, was \$129,421 77, and the payments made by deposits in the treasury and for mail service amounted to \$69,616 38, being a difference of \$59,805 39.

The net revenue of the office for the quarter ending March 31, 1859, amounted to \$148,128 59, and the deposits and payments to \$114,000, being a difference of \$34,128 59.

The net revenue of the office for the quarter ending June 30, 1859, amounted to \$144,652 34, and the deposits and payments to \$129,106 88, being a difference of \$15,545 46.

The net revenue for the quarter ending September 30, 1859, amounted to \$151,932 55, and the payments and deposits to \$132,281 69; difference \$19,650 86.

The net revenue for the quarter ending December 31, 1859, amounted to \$148,745 12, and the deposits and payments to \$136,000; difference \$12,745 12.

The net revenue for the quarter ending March 31, 1860, amounted to \$158,433 24, and the deposits and payments to \$146,000, showing a difference of \$12,433 24.

These various deficits amount in the aggregate to the sum of \$154,308 66, to which must be added the sum of \$1,245 65, being the amount of sundry collections, showing a total deficit to March 31, 1860, of \$155,554 31.

On the 2d day of April last the attention of this office was attracted to the condition of the general account of Mr. Fowler, and immediate direction was given to the clerk in charge thereof to ascertain its true condition, as far as practicable, by obtaining from the examiner the balance arising on the account for the quarter ending December 31, 1859, and from the Third Assistant Postmaster General a list of the deposits made between the 7th of January and the 31st of March, 1860. And on the 4th of April a copy of the account to December 31, 1859, was furnished to the Third Assistant Postmaster General, in compliance with his request. The returns for the quarter ending March 31, 1860, had not been received by this office at that date; but so soon as received they were delivered to the examiner, with directions to complete their examination as soon as practicable, which was accomplished on the 10th of May instant.

The immense number and magnitude of the quarterly returns of postmasters received at this office (from the finance office of the Post Office Department, after the balances thereon arising have been duly recorded, in alphabetical order, in books kept in that office) for examination and adjustment (the number of such accounts received during the last fiscal year having been 111,998, and the number of reams of nearly "*royal size*" paper covered by the accounts of the New York post office alone having been about 44, forming a mass of paper eighteen feet in height) rendered it necessary to establish a systematic arrangement in the order of examination, registration, and posting into the ledgers of the office of the results obtained in said examination and adjustment; and the earliest practicable period within which all posting of entries in the ledgers could be perfected having been ascertained to be *six months* from and after the expiration of the quarter for which an account was rendered, printed forms and regulations were submitted, in the year 1845, to the Secretary of the Treasury and the Postmaster General for their consideration, and having been approved by them, were adopted and are now in use; at the same time the imperative necessity of the Post Office Department realizing its revenues at the earliest practicable period, in order to pay its creditors promptly, within its contract terms, demanded of the Postmaster General the devising of some plan by which the greater part of the revenue could be realized *in advance* of the receipt by the department of the accounts of the postmasters in many cases, as at "*collection offices*," "*deposit offices*," like *New York city*, and "*depositories*," as well as the larger class of "*draft offices*." The result of this necessity was the establishment, within his own department, of a "*finance office*," the duties of which are indicated in the "*organizations of the department*," printed on the first page of the edition of its laws and regulations; and the modes of "*paying over money to the*

use or for the service of the Post Office Department" are fully set forth in chapter 26, pages 107 and 108, of the same book.

I beg leave to direct your attention to the following public documents, viz: Report of the Hon. Cave Johnson, late Postmaster General, to the President of the United States, December 6, 1847; Executive Document No. 1, pages 1317, 1351, 1352, and 1357; also Executive Document No. 1 of the year 1848, page 269; also to pages 44 and 46 of a report made by the late Third Assistant Postmaster General, November 28, 1851, to the Hon. N. K. Hall, late Postmaster General.

The foregoing exhibit in detail the functions of the "finance office;" and as the resolutions of inquiry introduced in both branches of Congress recently would seem to impute laches to the Auditor's office in the matter of the default of I. V. Fowler, I shall submit the following extracts from the documents referred to for the purpose of showing, in connexion with my letter to you of the 18th instant, that such imputation is groundless.

The Hon. Cave Johnson says: "After presenting the condition of the finances, I thought it would not be unacceptable to submit statements of the operations of those branches of the department having control of them, as well as their organization, and requested the Third Assistant Postmaster General, John Marron, esq., and the Auditor for the department, P. G. Washington, esq., to report to me the detailed operations of their offices for the last two years, the latter being charged by provision of law with the adjustment of accounts, as well as with the collection of debts; and the former, *by regulation*, with keeping *summary cash accounts in advance of official settlements*, so as to be prepared for the timely issue of drafts and warrants in payment of the balances certified by the Auditor to be due from the department." The late Third Assistant Postmaster General says: "Under the present organization of the Post Office Department the subjects confided to the immediate superintendence of the Third Assistant Postmaster General are, 1st, the management of the financial business of the department not committed by law to the Auditor; 2d, the rendition by the postmasters of their quarterly returns of postages;" "the management of the finances, so far as they are confided to me, involves the keeping of *cash accounts* with the regular depositories of the department, 30 in number, with the class of post offices called draft offices, 1,215 in number, and with 717 offices denominated depositing offices, because they are required to deposit their balances quarterly with some one of the depositories." The late Auditor, Hon. P. G. Washington, says: "The following classification indicates the process relied upon by the department for realizing their quarterly postages: 1,400 draft offices; 800 depositing offices; 1,430 special offices; 12,529 collection offices."

"*The first two classes are under the vigilant and exact management of your accomplished Third Assistant, John Marron, esq.*" "The two latter classes, the special and collection offices, are both under the direct supervision of this office."

Again, in November, 1851, the late John Marron, esq., says of his office: "*This office is charged by the Postmaster General with the transfer and disbursement of the funds of the department, and it there-*

fore keeps summary cash accounts with the Treasurer and Assistant Treasurers of the United States, seven in number, with the 1,596 "draft offices," and with 1,164 depositing offices, giving full employment, daily, to four diligent and competent clerks." All postmasters are required, by the regulations of the department, to render to this office their quarterly returns of postages, and it is through this office chiefly that those delinquent in that respect are brought to the attention of the appointing power." "Here the returns are opened; *the quarterly balances appearing upon them registered; the dead letters taken out and examined; the post bills filed for reference, and the accounts sent to the Auditor for settlement."*

I submit herewith statements of the several accounts of Mr. Fowler.

Respectfully,

THOMAS M. TATE,
Auditor.

Dr. *Isaac V. Fowler, late postmaster, New York, N. Y., in account with the United States.* Cr.

1853.	To balances due on his quarterly returns as postmaster from May 1 to June 30, 1853	\$76,384 30	1853.	By this amount deposited	\$5,000 00
May 7	To draft on D. M. Haskill	6,990 27	May 14	do	9,000 00
	To draft on E. Lewis, jr	40 45	21	do	10,000 00
June 11	To draft on B. Valentine	1 59	28	do	7,000 00
July 14	To draft on H. Howland, dated March 22, 1853, drawn in favor of W. V. Brady, but collected by I. V. Fowler		4	do	9,000 00
		55 78	11	do	10,000 00
Sept. 27	To draft on W. V. Brady	4,477 71	18	do	10,000 00
July 19	To draft on G. S. Wright	225 87	25	do	8,000 00
29	To draft on R. H. Brodhead	288 01	9	By draft in favor of J. T. Carpenter	30 64
Sept. 5	To draft on S. C. Cook	1,246 76	13	By the British portion of \$25 44, refunded to Messrs. Francis McDonald & Co., the same having been collected of them on a package from England, which, it appears, had been fully prepaid	
29	To draft on W. H. Tracy	10 00			
July 21	To draft on J. M. Ackley	660 28			
	To this sum received from R. F. Bower, late postmaster, Pilatka, Florida, per vouchers July 6, 1853, on file				
30	To amount received from W. H. Talcott, late postmaster, Steam Mills, Pennsylvania, as per receipts on file	34 00			20 14
	To this sum received from Charles O'Connor, United States district attorney, being amount collected of Ward & Knapp for violating section No. 30, act March 3, 1825	2 89	19	By that portion of the above, chargeable to the United States, per order of Auditor, dated August 5, 1853, filed with postmaster's account	5 30
Aug. 24	To account from July 1 to September 30, 1853		Sept.	By expenses in fitting up and conducting the stamped envelope department	
	To amount received from letter-carriers for quarter ending June 30, 1853	5 00	July 2	By short payment on draft on G. S. Wright	1,231 03
Dec. 31	To amount received from letter-carriers for quarter ending September 30, 1853	125,883 86	9	By amount deposited	104 00
				do	3,000 00
		9,993 58		do	6,000 00
				do	10,000 00
		15,970 01	16	do	9,000 00
		640 91	23	do	10,000 00
Nov. 21	To draft on J. J. Bryant	80 30	6	do	11,000 00
	To draft on John White	293 95	13	do	10,000 00
	To draft on M. H. Wilson	98 13	20	do	10,000 00
	To draft on M. H. Boyd	819 70	27	do	8,000 00
	To draft on Wm. S. Russ	122 01	3	do	5,000 00
	To draft on C. Conklin		10	do	10,000 00
			17	do	10,000 00
			24	do	10,000 00
			13	By draft in favor of J. H. Miller	3 57

DEFALCATION OF THE LATE

1853. Nov. 23	To draft on D. B. Foster.....	\$381 84	1853. July 13	By draft in favor of A. G. Mulford	\$4 50
29	To draft on L. Purdy	3 75	16	By draft in favor of A. G. Carll.....	24 21
	To account from October to December 31, 1853 ..	111,311 93		By draft in favor of N. Grammon.....	21 75
1854. Jan. 25	To draft on W. Gregg.....	98 87		By draft in favor of N. K. Freeman	19 24
Feb. 13	To draft on A. Squires	19 04		By draft of administrator and administratrix of B. T. Cook	448 69
21	To draft on J. T. Wilson	1 95		By draft in favor of J. Dubois.....	85 33
Mar. 23	To draft on D. Valentine	9 00	Aug. 26	By draft in favor of A. McLane.....	24 95
	To account from January 1 to March 31, 1854....	126,148 73	May & June	By amount paid for mail messenger service.....	583 33
	To amount received from letter-carriers for quarter ending December 31, 1853.....	17,149 68	3d quarter	do.....do.....	875 00
	To amount received from letter-carriers for quarter ending March 31, 1854.....	17,890 46	Oct. 8	By amount deposited.....	9,000 00
April 19	To draft on F. P. Swartwout.....	209 99	15	do.....do.....	9,000 00
May 3	To draft of William Bleakley, jr	106 52	22	do.....do.....	9,000 00
	To draft on J. Berrian.....	166 50	Nov. 5	do.....do.....	9,000 00
	To draft on J. W. Dean	1 07	12	do.....do.....	10,000 00
	To account from April 1 to June 30, 1854.....	128,413 02	19	do.....do.....	9,000 00
	To amount received from letter-carriers for quarter ending June 30, 1854.....	18,250 64	Dec. 3	do.....do.....	8,000 00
			10	do.....do.....	12,000 00
			17	do.....do.....	9,000 00
			24	do.....do.....	12,000 00
			31	do.....do.....	10,000 00
			Nov. 9	By draft on D. M. Haskell, returned, unpaid, and cancelled	7,000 00
			23	By this amount of one cent blue stamps, which had been accounted for in his quarterly returns, and subsequently used on letters delivered by the carriers, for which the postmaster was in- structed to pay the carriers in money.....	6,990 27
			Dec. 2	By compensation for his emoluments for sixty- one days, ending June 30, 1853, which had been accounted for by W. V. Brady, late post- master, in his return for the month of April, 1853.....	944 10
					335 17

31	By this amount paid to letter-carriers for quarter ending June 30, 1853-----	9,993 58
	By this amount paid to letter-carriers for quarter ending September 30, 1853-----	15,970 01
Oct. 5	By draft in favor of T. R. Lee-----	10 99
	By draft in favor of J. Walters-----	11 76
	By draft in favor of W. J. Townsend-----	15 44
	By draft in favor of L. L. Newton-----	22 03
	By draft in favor of F. S. Jones-----	26 98
	By draft in favor of F. T. Valentine-----	68 74
15	By draft in favor of S. R. Clock-----	11 25
28	By draft in favor of J. Vigus-----	432 99
Nov. 4	By draft in favor of J. S. Wood-----	14 44
26	By draft in favor of S. C. Snedecker-----	62 60
Dec. 29	By draft in favor of W. Wayland-----	100 00
	By draft in favor of S. A. Seymour-----	354 87
	By draft in favor of John Jones-----	40 00
1854.		
Feb. —	Expenses incurred on account of stamped envelopes 4th quarter 1853-----	950 06
March 17	By amount paid city carriers for blue postage stamps for quarter ending December 31, 1853-----	247 38
	By draft in favor of A. P. Stephens-----	2 70
	By draft in favor of R. W. Coe-----	4 81
	By draft in favor of J. Monfort-----	5 94
	By draft in favor of W. V. N. Armstrong-----	3 01
	By draft in favor of Jabez Wood-----	8 06
	By draft in favor of S. E. Bunce-----	7 91
	By draft in favor of Thos. Helm-----	5 22
	By draft in favor of J. Odell-----	3 33
Jan. 10	By draft in favor of Wm. Turk-----	15 00
Feb. 14	By draft in favor of T. R. Clark-----	36 24
March 6	By draft in favor of R. Brush-----	133 97
22	By draft in favor of S. W. Titus-----	141 08
April 8	By draft in favor of L. Cook-----	17 00
May 29	By draft in favor of H. S. Lewis-----	10 66
	By draft in favor of E. Horton-----	60 97
	By draft in favor of C. B. Roosa-----	84 00
	By draft in favor of N. P. H. Barrett-----	30 96

DEFALCATION OF THE LATE

1854.				
May	29	By draft in favor of A. Harris.	-----	\$24 70
		By draft in favor of W. Chapman.	-----	212 72
		By draft in favor of S. D. Russell.	-----	1,544 16
		By draft in favor of J. W. Ogden.	-----	680 74
Jan.	7	By amount deposited.	-----	14,000 00
	14	do.	-----	11,000 00
	21	do.	-----	9,000 00
	28	do.	-----	5,000 00
Feb.	4	do.	-----	9,000 00
	11	do.	-----	9,000 00
	18	do.	-----	9,000 00
	25	do.	-----	9,000 00
March	4	do.	-----	5,000 00
	11	do.	-----	10,000 00
	18	do.	-----	10,000 00
	25	do.	-----	10,000 00
	31	do.	-----	11,000 00
April	8	do.	-----	9,000 00
	15	do.	-----	10,000 00
	22	do.	-----	12,000 00
	29	do.	-----	7,000 00
May	6	do.	-----	9,000 00
	13	do.	-----	9,000 00
	20	do.	-----	9,000 00
	27	do.	-----	9,000 00
June	3	do.	-----	10,000 00
	10	do.	-----	10,000 00
	17	do.	-----	14,000 00
	24	do.	-----	10,000 00
1853.		By amount paid mail messenger service.	-----	1,091 67
4th qr.	----			
1854.				
1st qr.	----	do.	-----	1,200 00
2d qr.	----	do.	-----	1,200 00

Dr.

ACCOUNT—Continued.

Cr.

DEFALCATION OF THE LATE

1855.	Jan. 27	To draft on G. M. Case		1854.	Sept. 16	By amount deposited	\$10,000 00
Mar. 7	To draft on J. H. Stephens			23	do		11,000 00
	To draft on L. E. De Forest			7	By draft in favor of J. Tuttle		4 29
	To draft on M. Clansen			24	By draft in favor of H. W. Stephens		3 24
	To draft on J. Cromwell			11	By draft in favor of S. P. Swartwout		2 39
	To draft on P. A. Warman			14	By draft in favor of A. Anderson		6 78
9	To draft on J. Bolton			24	By draft in favor of J. B. Wortendyke		7 32
	To account from January 1 to March 31, 1855			25	By draft in favor of S. R. Clock		5 11
	To amount received from letter-carriers for quarter ending March 31, 1855			24	By draft in favor of C. Woodhull		38 65
	To draft on C. Gaylor			25	By draft in favor of W. M. Crissy		10 00
6	To account from April 1 to June 30, 1855			12	By draft in favor of R. D. Schoonmaker		127 79
	To amount received from letter-carriers for quarter ending June 30, 1855			19	By draft in favor of S. A. Lyons		130 26
				2	By amount deposited		12,000 00
				6	do		8,000 00
				14	do		8,000 00
				21	do		9,000 00
				28	do		9,000 00
				4	do		6,000 00
				11	do		8,000 00
				18	do		9,000 00
				25	do		8,000 00
				2	do		8,000 00
				9	do		8,000 00
				16	do		9,000 00
				23	do		8,000 00
				30	do		12,000 00
				3d qr	By amount paid mail messenger		1,200 00
				4	do		1,200 00
				13	By draft in favor of William Turk		15 00
				17	By amount paid for expenses in the distribution of stamped envelopes for quarter ending September 30, 1854		844 46
				30	By amount paid letter-carriers in lieu of 1 cent blue stamps, for quarter ending Sept. 30, 1854		338 66

Nov. 14	By draft in favor of W. J. Terry.....	47 07
18	By draft in favor of J. Tuttle.....	1 08
Dec. 12	By draft in favor of J. P. Mills.....	18 64
	By draft in favor of W. M. Robbins.....	23 82
	By amount paid letter-carriers for quarter ending September 30, 1854.....	18,444 52
	By amount paid A. Froment for expenses of stamped envelope agency for quarter ending December 31, 1854.....	817 32
	By amount paid letter-carriers in lieu of 1 cent blue stamps, for quarter ending December 31, 1854.....	322 05
	By amount paid to letter-carriers for quarter end- ing December 31, 1854.....	18,648 46
1855.		
Jan. 22	By draft in favor of M. Holmes.....	25 32
31	By draft in favor of W. Hicks.....	50 55
Feb. 1	By draft in favor of R. Arnon.....	13 18
23	By draft in favor of J. S. Hall.....	18 91
Mar. 3	By draft in favor of Wm. J. Fink.....	15 00
10	By draft in favor of S. C. Smith.....	15 00
29	By draft in favor of E. Field.....	79 77
Jan. 5	By draft in favor of G. W. Gardner.....	7 90
4	By draft in favor of B. C. Tuthill.....	5 42
	By draft in favor of A. Teed.....	4 86
24	By draft in favor of C. W. Miles.....	2 51
Mar. 4	By draft in favor of M. Holmes.....	7 89
23	By draft in favor of J. S. Bradner.....	5 70
Jan. 3	By amount deposited.....	12,000 00
6	do.....	5,000 00
13	do.....	9,000 00
20	do.....	9,000 00
27	do.....	5,000 00
Feb. 3	do.....	9,000 00
10	do.....	8,000 00
17	do.....	8,000 00
24	do.....	8,000 00
Mar. 3	do.....	8,000 00
10	do.....	10,000 00

DEFALCATION OF THE LATE

[illegible]

2	To draft on A. McLane.....	125 60	19	do.....	8,000 00
Nov. 27	To draft on R. H. Coles.....	469 14	26	do.....	8,000 00
Dec. 3	To draft on G. W. Warner.....	13 58	2	do.....	10,000 00
	To account from October 1 to December 31, 1855..	130,390 86	9	do.....	10,000 00
July 27	To draft on P. W. Morgan.....	81 54	16	do.....	12,000 00
	To amount received from letter-carriers for quar-		23	do.....	9,000 00
	ter ending September 30, 1855.....	17,277 60	30	do.....	20,000 00
	To amount received from letter-carriers for quar-		3	do.....	10,000 00
	ter ending December 31, 1855.....	18,450 61	6	By short payment on draft No. 4176, dated Sep-	
				tember 9, 1854, on S. Bedell.....	10 66
			15	By draft in favor of J. C. Tucker.....	2 00
			17	By draft in favor of S. C. Smith.....	15 00
			22	By draft in favor of Wm. Turke.....	15 00
				By draft in favor of J. Clark.....	33 45
			3d qr ----	By amount paid letter-carriers for quarter ending	
				September 30, 1855.....	17,277 60
				By amount paid A. Froment for expenses of	
				stamped envelope agency for quarter ending	
				September 30, 1855.....	796 78
				By amount paid letter-carriers in lieu of one cent	
				blue stamps for quarter ending September 30,	
				1855.....	396 36
				By amount paid mail messenger.....	1,200 00
			7	By amount deposited.....	6,000 00
			14	do.....	10,000 00
			21	do.....	9,000 00
			4	do.....	8,000 00
			11	do.....	9,000 00
			18	do.....	8,000 00
			25	do.....	9,000 00
			1	do.....	9,000 00
			8	do.....	9,000 00
			15	do.....	9,000 00
			22	do.....	10,000 00
			29	do.....	19,000 00
				By draft in favor of J. H. Porter.....	30 18
			4	By draft in favor of W. H. Briggs.....	32 90
			10	By draft in favor of C. B. Velsor.....	20 66
			13	By draft in favor of H. Crocheron.....	15 74

1856.			1856.			
Jan. 12	To draft on E. Palmer	346 46	Jan. 12	By amount paid mail messenger	1,200 00	
18	To draft on E. Rozenrantz	58 33		By amount deposited	10,000 00	
Mar. 10	To draft on W. L. Andrews	142 82	19	do	8,000 00	
	To account from January 1 to March 31, 1856	131,721 63	26	do	8,000 00	
April 3	To draft on J. L. Mosher	81 49	2	do	5,000 00	
15	To draft on H. Roe	281 71	9	do	9,000 00	
18	To draft on W. L. Andrews	20 97	16	do	8,000 00	
29	To draft on G. H. Snowhill	22 56	23	do	8,000 00	
	To draft on D. R. Cooper	42 23	1	do	8,000 00	
May 12	To draft on J. B. Warner	11 48	8	do	8,000 00	
21	To draft on F. A. De Voe	148 62	13	By draft in favor of T. S. Strang	30 89	
	To amount received from letter-carriers for quarter ending March 31, 1856	18,438 03	14	By draft in favor of E. Adams	10 41	
June 18	To draft on J. H. Baker	85 59	22	By amount deposited	15,000 00	
20	To draft on A. B. Walkins	58 33	27	By draft in favor of E. A. Clark	42 35	
	To draft on S. Mapes	31 97	29	By amount deposited	19,000 00	
23	To draft on M. L. Mann	204 10	15	do	8,000 00	
	To draft on J. T. Briggs	48 67	20	By draft in favor of S. D. Wood	2 93	
	To account from April 1 to June 30, 1856	129,793 68	26	By draft in favor of T. O. Smith	1 91	
	To amount received from letter-carriers for quarter ending June 30, 1856	19,659 75	5	Amount deposited	6,000 00	
			12	do	8,000 00	
			14	By draft in favor of L. Cornelius	32 92	
			18	By draft in favor of T. G. Henley	6,456 21	
			25	By draft in favor of G. Carroll	12 95	
			26	By amount deposited	10,000 00	
				By amount paid letter-carriers for quarter ending May 31, 1856	18,438 03	
			1	By amount paid letter-carriers in lieu of 1 cent blue stamps for quarter ending March 31, 1856	353 87	
			3	By amount deposited	8,000 00	
			9	By amount paid Camden and Amboy Railroad Company	84 00	
			10	By amount deposited	9,000 00	
			17	do	8,000 00	
			21	By draft in favor of B. W. Corwin	6 79	
			24	By amount deposited	9,000 00	
			31	do	9,000 00	
			6	By amount paid for expenses of stamped envelope agency for quarter ending March 31, 1856	902 98	

ACCOUNT—Continued.

Cr.

Dr.

1856.	1856.				
July 11	June 7		By amount deposited	\$12,000 00	
23	14		do	12,000 00	
Sept. 24	16		By draft in favor of S. Bogart	64 12	
26	17		By draft in favor of J. W. Campbell	6 24	
	21		By draft in favor of W. M. Cropsey	36 29	
	27	\$139 25	By amount deposited	11,000 00	
	28	90 14	By draft on G. W. Warner returned and cancelled	13 58	
	1st qr	149 99	By amount deposited	12,000 00	
	2d qr	700 00	By amount paid mail messenger	1,200 00	
	July 3	132,534 17	do	1,200 00	
		20,087 36	By amount deposited	18,000 00	
		20,529 94	By amount paid letter-carriers for quarter ending June 30, 1856	19,659 75	
		129,911 69	By amount paid for expenses of stamped envelope agency for quarter ending June 30, 1856	953 54	
	28		By amount paid letter-carriers in lieu of 1 cent blue stamps for quarter ending June 30, 1856	249 71	
	2d qr		By recognized mail messengers service	36 00	
	July 5		By draft in favor of S. R. Clark	1 27	
	Aug. 11		By draft in favor of A. Ostrander	6 71	
	Sept. 4		By draft in favor of S. Andrews	7 50	
			By draft on E. P. Duryea, September 9, 1855, returned unpaid and cancelled	3 92	
			By short payment on draft on A. McLean, October 2, 1855	105 71	
	July 12		By amount deposited	10,000 00	
	19		do	8,000 00	
	26		do	8,000 00	
	Aug. 9		do	8,000 00	
	16		do	8,000 00	
	23		do	8,000 00	
	30		do	8,000 00	
	Sept. 6		do	8,000 00	
	13		do	9,000 00	

20	-----do-----	11,000 00
27	-----do-----	14,000 00
3d qr ----	By amount paid mail messenger -----	1,200 00
	By amount paid letter-carriers for the quarter ending September 30, 1856 -----	20,087 36
	By expenses of envelope agency for the quarter ending September 30, 1856 -----	896 17
	By amount paid letter-carriers in lieu of 1 cent stamps for quarter ending September 30, 1856 -----	220 35
	By recognized mail messenger service -----	36 00
Nov. 19	By draft in favor of P. B. Winant -----	23 84
Dec. 16	By draft in favor of A. M. Lane -----	64 84
17	By draft in favor of D. P. Baker -----	40 28
	By draft in favor of C. T. Gray -----	2,489 06
	By amount paid letter-carriers for quarter ending December 31, 1856 -----	20,529 94
	By expenses of stamped envelope agency for quarter ending December 31, 1856 -----	892 85
4th qr ----	By amount paid letter-carriers in lieu of 1 cent stamps for quarter ending December 31, 1856 -----	259 35
	By amount paid recognized mail messenger service -----	36 00
Oct. 4	By amount paid mail messenger -----	1,200 00
	By amount deposited -----	15,000 00
	-----do-----	5,000 00
11	-----do-----	8,000 00
18	-----do-----	8,000 00
Nov. 1	-----do-----	10,000 00
8	-----do-----	8,000 00
15	-----do-----	8,000 00
22	-----do-----	8,000 00
29	-----do-----	6,000 00
Dec. 6	-----do-----	9,000 00
13	-----do-----	11,000 00
20	-----do-----	11,000 00
27	-----do-----	9,000 00
1857.		
Jan. 3	-----do-----	23,000 00
10	-----do-----	6,000 00
17	-----do-----	8,000 00

DEFALCATION OF THE LATE

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15	do	10,000 00
27	do	12,000 00
3	do	15,000 00
July	By amount paid letter-carriers for quarter ending June 30, 1857	21,648 71
2d qr	By amount paid mail messenger	1,336 00
	By expenses of stamped envelope agency for quarter ending June 30, 1857	929 57
July	By amount paid letter-carriers in lieu of 1 cent stamps for quarter ending June 30, 1857	235 86
11	By amount deposited	12,000 00
18	do	10,000 00
April	By draft in favor of D. Colwell	145 51
16	By draft in favor of John Hunt	30 80
27	By draft in favor of A. B. Mills	73 13
May	By amount deposited	20,000 00
5	By amount paid for clerk hire, office furniture, &c.	5,020 07
Aug.		
8		
Sept.		
17		
		2,441,538 28

DEFALCATION OF THE LATE

1857.	To balance due on his quarterly returns as postmaster, from July 1 to September 30, 1857	\$134,531 01		By amount transferred from late account	\$1,999 19
Oct. 17	To amount received from letter-carriers for quarter ending September 30, 1857	21,718 03	1857.	By extra messenger service from June 1 to October 30, 1856	60 00
Dec. 1	To account from October 1 to December 31, 1857	112,754 57	July 21	By recognized service from July, 1856, to June 30, 1857	300 00
3	To draft on C. Lighthip	804 80	Aug. 1	By draft in favor of C. S. Van Winkle	17 28
9	To draft on P. H. Losher	32 14	Sept. 5	By draft in favor of J. M. Rawlings	49 51
	To draft on H. Roe	60 80	12	By amount deposited	10,000 00
	To draft on D. Colbeigh	1 26	19	do	10,000 00
	To amount received from letter-carriers for 4th quarter 1857	21,283 04		do	10,000 00
	To account from January 1 to March 31, 1858	114,630 41		do	15,000 00
1858.				do	12,000 00
Feb. 22	To amount received from U. S. district attorney, fine for violating post office law	5 00	3d qr	By amount paid letter-carriers, their fees in lieu of one cent blue stamps for 3d quarter 1857	10,000 00
May —	To amount received from U. S. district attorney, fine for violating post office law	5 00	Oct. 10	By amount paid for expenses of stamped envelope agency	231 54
Feb. 26	To draft on W. A. Crosby	134 80	Nov. 14	By amount deposited	942 54
June 26	To draft on J. F. Ferris	14 09	Dec. 5	do	22,500 00
	To draft on S. C. Smith	72 49	3d qr	do	10,000 00
	To amount received from letter carriers 1st quarter 1858	21,544 20	4th qr	do	10,000 00
	To account from April 1 to June 30, 1858	117,473 13	1858.	do	6,000 00
	To account from July 1 to September 30, 1858	126,857 94	1st qr	do	10,000 00
	To amount received from letter-carriers 2d quarter 1858	22,496 26	Jan. 8	do	8,000 00
	To amount received from letter-carriers 2d quarter 1858	22,543 88		By amount paid mail messenger	10,000 00
				do	9,000 00
				By amount paid letter-carriers	1,220 00
				do	100 00
				do	36 00
				By amount paid letter-carriers	21,718 03
				do	21,283 04
				do	21,544 20
				By draft on C. E. D. Forest, returned and cancelled	158 47

1857.	By amount paid letter-carriers, fees in lieu of one cent blue stamps -----	276 62
4th qr ---	By amount paid for expenses of stamped envelope agency -----	977 46
1858.	By draft in favor of A. M. Lane -----	59 26
Jan. 30	By draft in favor of A. G. Lydecker -----	15 55
May 30	By draft in favor of I. J. Banks -----	14 62
1857.	By amount paid mail messenger -----	1,515 00
4th qr ---	-----do-----	53 13
	-----do-----	19 20
1858.	By draft on G. Wales -----	5 04
April 28	By amount paid letter-carriers, fees in lieu of one cent blue stamps -----	372 69
1st qr ----	By amount paid for expenses of stamped envelope agency -----	843 53
Jan. 9	By amount deposited -----	33,000 00
23	-----do-----	15,000 00
Feb. 8	-----do-----	12,000 00
13	-----do-----	10,000 00
16	-----do-----	16,000 00
20	-----do-----	4,000 00
27	-----do-----	5,000 00
March 6	-----do-----	7,000 00
13	-----do-----	9,000 00
20	-----do-----	8,000 00
2d qr ----	By amount paid letter-carriers -----	22,496 26
3d qr ----	-----do-----	22,543 88
March 27	By amount deposited -----	8,000 00
April 3	-----do-----	11,000 00
10	-----do-----	8,000 00
17	-----do-----	7,000 00
24	-----do-----	5,000 00
May 1	-----do-----	5,000 00
8	-----do-----	9,000 00
15	-----do-----	7,000 00
22	-----do-----	7,000 00

Dr.

Isaac V. Fowler, late postmaster, New York, N. Y., in account with the United States.

Cr.

76

DEFALCATION OF THE LATE

1858.	To balance due on his quarterly returns as postmaster from October 1 to December 31, 1858	\$129,421 77		By balance transferred from former account	\$4,161 65
Dec. 20	To draft on D. Strang	91 44		By amount of extra services between April 13 and November 23, 1858	6 25
	To draft on J. N. Garrison	40 00		By amount of extra services during the year ending November 30, 1858	25 00
22	To draft on J. Ferris	11 63	1858.	By amount paid mail messenger service	1,875 00
Oct. 11	To amount received from United States district attorney, fine for violating post office laws	5 00	4th qr	By amount deposited	7,000 00
4th qr	To amount received from letter-carriers	24,205 64	Nov. 22		6,000 00
	To account from January 1 to March 31, 1859	148,128 59	30		9,000 00
			Dec. 4		8,000 00
1859.			11		8,000 00
1st qr	To amount received from letter-carriers	24,973 78	18		8,000 00
May 20	To draft on D. S. Van Dam	5 40	31		4,000 00
June 23	To draft on A. Canfield	107 34		By draft on J. B. Garrison returned and cancelled.	40 00
	To account from April 1 to June 30, 1859	144,652 34	4th qr	By amount paid letter-carriers, fees in lieu of 1 cent blue stamps	538 32
July 1	To draft on J. M. Kissam	807 94		By amount paid for expenses of stamped envelope agency	919 61
26	To draft on H. Spratly	135 70	1859.	By draft in favor of C. T. Van Winkle	45 72
Aug. 4	To draft on W. Cooper	75 12	Jan. 17	By draft in favor of J. K. Snell	4 83
	To draft on W. J. Blake	29 72	March 24	By amount deposited	20,000 00
	To draft on P. S. Robinson	9 66	Jan. 8		9,000 00
July 7	To draft on O. D. Stevens	8 83	15		12,000 00
Aug. 9	To draft on A. P. Squires	15 19	22		6,000 00
2d qr	To amount received from letter-carriers	25,293 89	29		8,000 00
3d qr	do	25,309 16	Feb. 5		9,000 00
	To account from July 1 to September 30, 1859	151,932 55	12		8,000 00
	To account from October 1 to December 31, 1859	148,745 12	19		8,000 00
			26		16,000 00
			March 5		10,000 00
			12		10,000 00
			19		10,000 00
			26		8,000 00
			1858.		24,205 64
			4th qr	By amount paid letter-carriers	
			1859.		
			1st qr	do	24,973 78
			April 2	By amount deposited	10,000 00

9	do	8,000 00
16	do	9,000 00
23	do	12,000 00
30	do	7,000 00
7	do	10,000 00
14	do	8,000 00
21	do	9,000 00
28	do	6,000 00
4	do	11,000 00
11	do	10,000 00
18	do	9,000 00
25	do	12,000 00
Part 1st qr	By amount paid mail messenger	312 19
2d qr	do	936 57
	By amount paid letter-carriers in lieu of 1 cent blue stamps	646 83
	By amount paid for expenses of stamped envelope agency	836 69
	By amount paid letter-carriers in lieu of 1 cent blue stamps	587 68
	By amount paid for expenses of stamped envelope agency	786 92
July 21	By draft in favor of A. M. Lane	78 78
2	do	14,000 00
9	do	10,000 00
16	do	10,000 00
23	do	9,000 00
30	do	8,000 00
Aug. 6	do	7,000 00
13	do	10,000 00
20	do	12,000 00
27	do	8,000 00
Sept. 3	do	11,000 00
10	do	11,000 00
17	do	7,000 00
24	do	12,000 00
5	do	20 00
2d qr	By amount paid letter-carriers	25,293 89
3d qr	do	25,309 16

Dr.

ACCOUNT—Continued.

Cr.

DEFALCATION OF THE LATE

1859.	2d qr	By amount paid mail messenger	\$1,875 00
	3d qr	do	1,893 97
		do	936 57
		By amount paid letter-carriers, fees in lieu of 1 cent. blue stamps	556 15
	Oct. 1	By this sum deposited	12,000 00
	8	do	9,000 00
	15	do	8,000 00
	22	do	9,000 00
	29	do	8,000 00
	Nov. 5	do	10,000 00
	12	do	8,000 00
	19	do	10,000 00
	26	do	8,000 00
	Dec. 3	do	8,000 00
	10	do	11,000 00
	17	do	7,000 00
	24	do	12,000 00
	31	do	5,000 00
	1st qr	By amount paid mail messenger	1,875 00
	4th qr	do	1,875 00
		do	936 57
		By extra paid mail messenger	12 00
	1860. Jan. 7	By amount deposited	16,000 00
	1859. 4th qr	do	10,000 00
		do	12,000 00
		do	11,000 00
	1860. Jan. 7	do	11,000 00
	14	do	9,000 00
	21	do	10,000 00
	28	do	12,000 00

1859.
Jan. 31

To draft on J. G. Ellsworth \$1 67
To account from January 1 to March 31, 1860.... 158,433 24

Feb. 4	do	9,000 00
11	do	15,000 00
18	do	13,000 00
25	do	11,000 00
March 3	do	7,000 00
7	do	16,000 00
April 7	By amount paid letter-carriers, their fees in lieu of 1 cent blue stamps for 4th quarter, 1859	691 92
Feb. 4	By amount paid for expenses of stamped envelope agency for 3d and 4th quarters, 1859	1,629 72
March 26	Balance due United States	155,554 31
		982,440 72
To balance due United States		155,554 31

No. 18.

AUDITOR'S OFFICE,
Post Office Department, June 1, 1860.

SIR: I have just ascertained that an important change has been made in the finance office of your department in the mode of keeping the cash account with depositing offices, by which change the checks which had previously existed, against a failure to deposit the proper sums due to the United States, have been virtually abandoned since the 1st of July, 1857, and entirely so since the 1st of July, 1859.

From the 1st of July, 1857, to the 30th of June, 1859, the column in the deposit ledger with the printed caption "average proceeds," has (as shown by the ledger) not been used by the clerk in charge thereof, so that he did not have before him, as he should have had, a *test* of the correctness of the sums deposited; and during the first two quarters, subsequent to the abandonment of the old system of checks, the postmaster at New York city failed *six times* to make the *weekly* deposits required by law; and in the current ledger of "depositing offices," "finance office," "Post Office Department," commencing with the deposits of the quarter ending September 30, 1859, the column referred to is stricken out entirely, and all checks abandoned, save the simple one of being able to see that a deposit has been made for each fiscal quarter, without any indication of the correctness of the sums deposited.

The foregoing facts have an important bearing upon the arguments which I had the honor to submit to you on the 18th and 23d ultimo, in reference to the functions and responsibilities of the "finance office" and of this office; and therefore I have to request that they may be considered in that connexion.

Respectfully,

THOS. M. TATE,
Auditor.

Hon. JOSEPH HOLT,
Postmaster General.

No. 19.

POST OFFICE DEPARTMENT,
Finance Office, June 2, 1860.

SIR: In answer to the letter of the Auditor of the 1st instant, I emphatically declare that he is entirely mistaken in stating "that an important change has been made in the finance office of your department in the mode of keeping the cash account with depositing offices, by which change the checks which had previously existed, against a failure to deposit the proper sums due to the United States, have been virtually abandoned since the 1st July, 1857, and entirely so since the 1st July, 1859."

The Auditor says: "from 1st July, 1857, to 30th June, 1859, the column in the deposit ledger, with the printed caption "average pro-

has not been used by the clerk in charge thereof, so that he cannot have before him, as he should have had, a *test* of the correctness of the sums deposited."

This statement conveys the impression that prior to 1st July, 1857, the column for "average proceeds" was regularly used as a *test* of the correctness of sums deposited, which is very far from being the fact.

The proceeds seem to have been noted on the books from 1st October, 1840, to 31st December, 1846, with deposits *quarterly*.

From 1st January, 1847, up to the present time—over fourteen years—the proceeds were *only* entered for four years, viz: from July, 1853, to July, 1857, with reference to ordinary depositing offices, and for four years and three months with reference to weekly depositing offices; and that they were not a *test* of the correctness of the sums deposited is strikingly evident, from the fact that while the deposits for all of that time apparently exceeded the proceeds, as noted in the case of New York, the postmaster was then actually a defaulter, as shown by the Auditor's own statement, made to you on the 23d ultimo. The postmaster owed, according to the Auditor's books, to

December 31, 1855.....	\$8,985 70
Quarter ending March 31, 1856.....	17,637 98
Quarter ending June 30, 1856.....	13,777 61
Quarter ending September 30, 1856.....	3,246 54
Sums collected on drafts.....	3,098 10
Total deficit September 30, 1856.....	46,745 93

notwithstanding the *test* (as to correct deposits) which the Auditor says was afforded by the deposit books at that time.

Nine months afterwards (viz, June 30, 1857) the postmaster was in arrears \$23,020 88, which amount was not adjusted until September following; and immediately thereafter, for the quarter ending September 30, 1857, he was again in arrears \$40,074 95, *again* showing, beyond question, that the deposit books of the finance office, as then kept, afforded no check on the postmaster.

The proceeds of weekly depositing offices seem to have been noted, as above stated, from July, 1853, to September 30, 1857; and the Auditor dwells with peculiar emphasis on the fact that during the first two quarters subsequent to the abandonment of the old system of checks, the postmaster at New York failed six times to make weekly deposits.

That there was no effective system of checks, I have shown by the fact that heavy deficiencies existed during the period when the column for "average proceeds" was used, including the quarter ending September 30, 1857. As to the entire failures to deposit, I have to say that a portion of such failures appear to have been made up by compensating deposits for two successive weeks; and it is *certain*, from the Auditor's own statement of the condition of the accounts of New York, that the deficiencies for two of the quarters during which the omis-

sions occurred, were much smaller than any of the preceding quarters, when he says a system of checks existed.

Relying on such facts, I deny that any checks against a failure to deposit the proper sums due to the United States have been abandoned in the finance office. Having shown that such checks never existed *in fact*, but only in appearance, nothing further is necessary to prove that none have been abandoned.

The Auditor has labored in two letters to prove that the deposit books of the finance office should show as well the amounts due as the amounts deposited; and in the third letter (now under consideration) he conveys the impression that the books were thus kept, affording a test of the correctness of deposits prior to July 1, 1857. In answer, I have shown that the books really afforded no such test during fourteen years—from January, 1847.

Whether the books of the finance office should be kept in future as recommended by the Auditor, may be a question worthy of consideration; and, at the same time, with all possible respect, I would suggest to him the propriety of inquiring whether the amounts paid by collection officers are compared with the proceeds of the offices, respectively, or whether there is applied to such offices any test of the correctness of the payments. His pay-books (in charge of fifteen clerks) do not, as I believe, show the actual proceeds of post offices; and if so, it would seem that the rule which he applies to the finance office would require improvements in his own office.

In conclusion, I reaffirm what I asserted in my former letter of May 23 on the testimony of four gentlemen of practical knowledge in the business, that the deposit book was used as a simple record of the amounts paid over by the postmasters, and that it was not considered the duty of the finance office to compare such accounts with the actual indebtedness of postmasters, as shown in the Auditor's office.

Other testimony to the same effect has since been obtained which can be exhibited, if desired, being from a gentleman (not now in office) who kept the deposit book from January, 1849, to July, 1850, eighteen months.

I have the honor to be, very respectfully, your obedient servant,

A. N. ZEVELY,

Third Assistant Postmaster General.

Hon. J. HOLT,

Postmaster General.

EXPENSES—COURT OF CLAIMS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

IN RESPONSE TO

A resolution of the House calling for information in regard to the expenses of the Court of Claims.

JUNE 8, 1860.—Laid on the table, and ordered to be printed.

DEPARTMENT OF THE INTERIOR, *June 6, 1860.*

SIR: I have the honor to acknowledge the receipt of a copy of a resolution adopted by the House of Representatives on the 4th instant, calling for "a statement of all sums paid out of the treasury for the expenses of the Court of Claims, and for the defence by the government of cases therein, since its organization, specifying the character of the expenditure, to whom paid, and the amount in detail;" and, in reply, to say that I have referred the same to the Secretary of the Treasury, who alone is able to supply the information therein called for.

I am, sir, very respectfully, your obedient servant,

J. THOMPSON,
Secretary.

Hon. WM. PENNINGTON,
Speaker of the House of Representatives.

EXPENSES OF THE COURT OF CLAIMS.

LETTER

OF

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

A statement of the expenses of the Court of Claims since its organization.

JUNE 13, 1860.—Laid on the table and ordered to be printed.

DEPARTMENT OF THE INTERIOR, *June 12, 1860.*

SIR: I have the honor to communicate herewith a statement, prepared under the direction of the Secretary of the Treasury, "of all sums paid out of the treasury for the expenses of the Court of Claims, and for the defence by the government of cases therein, since its organization, specifying the character of the expenditure, to whom paid, and the amount in detail," as required by a resolution adopted by the House of Representatives on the 4th instant.

I have the honor to be, very respectfully, your obedient servant,

J. THOMPSON,
Secretary.

HON. WILLIAM PENNINGTON,
Speaker of the House of Representatives.

TREASURY DEPARTMENT, *June 11, 1860.*

SIR: I have the honor herewith to enclose four statements, prepared in the office of the Register of the Treasury, and the letter accompanying the same, exhibiting the information respecting the expenses of the Court of Claims, called for by the resolution of the House of Representatives adopted the 4th instant, and received with

your communication of the 6th instant, which resolution is herewith returned.

I am, very respectfully,

HOWELL COBB,
Secretary of the Treasury.

Hon. JACOB THOMPSON,
Secretary of the Interior.

TREASURY DEPARTMENT,
Register's Office, June 9, 1860.

SIR: In compliance with the reference of the letter of the Hon. Secretary of the Interior, of the 6th instant, enclosing a copy of the resolution of the House of Representatives of the 4th instant, calling for "a statement of all sums paid out of the treasury for the expenses of the Court of Claims, and for the defence by the government of cases therein since its organization, specifying the character of the expenditure, to whom paid, and the amount in detail," I have the honor to transmit herewith four statements giving the information.

From these statements it appears that there has been expended on account of the Court of Claims, since its organization, the following amounts:

Statement No. 1. For salaries of judges, solicitor, assistant and deputy solicitor, clerks, and messenger, to April 1, 1860, inclusive.....	\$120,113 10
Statement No. 2. For fees of witnesses in behalf of the government, and of agents or attorneys appointed by the solicitor, to attend to the taking of depositions, to January 1, 1860.....	11,464 91
Statement No. 3. For contingent expenses to January 1, 1860.....	10,629 33
Statement No. 4. For fitting up and furnishing the court-rooms and conference room, and offices for the solicitor and clerk, to January 1, 1860.....	3,651 36
Total.....	<u>145,858 70</u>

The letter of the Hon. Secretary of the Interior, and copy of the resolution of the House of Representatives, are herewith returned.

I have the honor to be, very respectfully, your obedient servant,

F. BIGGER,
Register.

Hon. HOWELL COBB,
Secretary of the Treasury.

No. 1.

Statement showing the sums paid out of the Treasury for salaries of judges, solicitor, assistant and deputy solicitors, clerks, and messenger of the Court of Claims since its organization to April 1, 1860.

	Prior to July 1, 1855.	1855-'56.	1856-'57.	1857-'58.	1858-'59.	From June 30, 1859. to April 1, 1860.	Total.
John J. Gilchrist.....judge.....	\$322 22	\$4,000 00	\$4,000 00	\$4,318 68	-----	-----	\$12,640 90
Isaac Blackford.....do.....	322 22	4,000 00	2,000 00	-----	\$7,000 00	\$3,000 00	16,322 22
George P. Scarborough.....do.....	-----	3,593 41	4,000 00	4,670 32	3,329 68	4,000 00	19,593 41
Edward G. Loring.....do.....	-----	-----	-----	-----	3,615 38	4,000 00	7,615 38
James Hughes.....do.....	-----	-----	-----	-----	-----	813 19	813 19
Montgomery Blair.....solicitor.....	281 94	3,500 00	3,500 00	3,500 00	423 08	-----	11,205 02
R. H. Gillet.....do.....	-----	-----	-----	-----	3,076 92	3,500 00	6,576 92
Daniel Ratcliffe.....assistant solicitor.....	-----	-----	2,073 37	3,500 00	3,500 00	3,500 00	12,573 37
John D. McPherson.....deputy solicitor.....	-----	-----	1,542 12	2,500 00	2,500 00	2,500 00	9,042 12
Samuel H. Huntington.....chief clerk.....	-----	1,747 25	3,032 97	3,000 00	3,000 00	3,000 00	13,780 22
Edgar M. Garnett.....assistant clerk.....	-----	-----	592 39	2,000 00	2,000 00	2,000 00	6,592 39
Stark B. Taylor.....messenger.....	-----	357 96	600 00	800 00	800 00	800 00	3,357 96
	926 38	17,198 62	21,340 85	24,289 00	29,245 06	27,113 19	120,113 10

F. BIGGER, Register.

TREASURY DEPARTMENT, Register's Office, June 8, 1860.

No. 2.

Statement exhibiting the sums paid out of the treasury for fees of witnesses in behalf of the government in the Court of Claims, and of agents or attorneys appointed by the solicitor thereof to attend to the taking of depositions since the organization of said court to January 1, 1860.

Date.	To whom paid and for what purpose.	Amount.
1856.		
December 1	P. T. Woodbury, for taking depositions and expenses thereof.	\$29 00
16	J. B. Townsend.....do.....do.....	1,023 50
16	A. A. Smith.....do.....do.....	18 52
30	A. A. Smith, for fees of.....do.....do.....	6 40
1857.		
February 14	John J. Satling.....do.....do.....	19 00
27	P. T. Woodbury.....do.....do.....	20 00
March 18	James B. Townsend.....do.....do.....	254 00
19	do.....do.....do.....	325 00
25	A. Austin Smith.....do.....do.....	6 00
May 5	do.....do.....do.....	7 00
June 30	J. B. Townsend.....do.....do.....	303 50
August 11	do.....do.....do.....	403 30
November 27	Edmund F. Brown.....do.....do.....	8 00
December 31	do.....do.....do.....	28 80
1858.		
March 1	do.....do.....do.....	101 18
11	do.....do.....do.....	16 29
23	W. R. Hunt, for fees of search and certificate, &c.....	2 00
31	B. S. Alexander, for fees as witness and travelling expenses ..	72 50
31	J. B. Townsend, for taking depositions and expenses thereof.	360 00
31	do.....do.....do.....	581 42
31	do.....do.....do.....	225 00
31	do.....do.....do.....	431 00
April.....	do.....do.....do.....	410 40
May 24	Edmund F. Brown.....do.....do.....	37 21
June 9	Tully R. Wise.....do.....do.....	366 51
August 11	C. C. Butler, for telegraphic despatch.....	5 00
June 30	Fees and expenses of taking testimony of sundry witnesses, &c.	204 25
August 23	Edmund F. Brown, for taking testimony and expenses thereof.	7 02
23	J. B. Townsend.....do.....do.....	385 50
23	do.....do.....do.....	476 25
November 2	do.....do.....do.....	251 25
2	J. D. McPherson.....do.....do.....	3 00
2	J. B. Townsend.....do.....do.....	101 50
2	Tully R. Wise.....do.....do.....	365 60
December 2	J. B. Townsend.....do.....do.....	299 00
2	Henry Webster.....do.....do.....	9 40
2	H. T. Walbridge.....do.....do.....	8 88
1859.		
January 29	J. B. Townsend.....do.....do.....	404 50
February 21	E. F. Brown.....do.....do.....	16 30
23	P. C. Howles, for Nock's patent.....	2 85
23	E. F. Brown, for taking testimony and expenses thereof.....	8 70
23	J. D. McPherson.....do.....do.....	27 07
23	Oliver Stevens.....do.....do.....	9 12
March 31	J. B. Townsend.....do.....do.....	416 50
May 3	E. F. Brown.....do.....do.....	22 00
3	do.....do.....do.....	2 50

No. 2—Continued.

Date.	To whom paid and for what purpose.	Amount.
1859.		
May 3	F. J. Thibault, for taking testimony and expenses thereof..	\$126 85
3	do do do do do	22 35
30	S. C. Perkins do do do	18 90
June 6	E. F. Brown do do do	12 63
6	do do do do do	32 36
6	W. E. Niblack do do do	25 00
6	J. B. Townsend do do do	409 10
6	A. W. Reynolds do do do	154 02
6	T. S. J. Johnson do do do	1 50
30	F. J. Thibault do do do	61 70
July 18	Amount advanced to Perrin L. Solomon, marshal northern district of California, to pay for taking depositions.....	1,500 00
August 4	Tully R. Wise, for taking testimony and expenses thereof..	102 50
30	J. B. Townsend do do do	431 00
30	R. H. Gillet do do do	90 97
30	do do do do do	67 25
September 14	J. D. McPherson do do do	150 75
November 5	J. Buchanan Henry do do do	35 50
10	E. F. Brown do do do	2 20
11	H. Chamberlain do do do	60 00
December 20	J. D. McPherson do do do	69 25
20	E. F. Brown do do do	3 94
July 25	J. D. McPherson, bill heretofore omitted for taking testimony and expenses thereof.....	5 42
		11,464 91

F. BIGGER, *Register*.TREASURY DEPARTMENT, *Register's Office*, June 9, 1860.

Statement exhibiting the sums paid out of the treasury for contingent expenses of the Court of Claims since its organization to January 1, 1860.

Date.	To whom paid and for what purpose.	Amount
1856.		
February 14	Wm. Craig, for removing books and furniture.....	\$3 00
April 1	C. L. Woodbury, for taking depositions.....	9 00
17	Post office bill, for postage.....	4 37
June 24	John S. Tyson, for taking depositions.....	5 02
30	W. Stone, for 26 tons of coal.....	175 50
	Post office bill, for postage.....	14 13
July 5	J. H. Bailey, for patent-leather bag.....	3 50
8	E. Andrews, for labor.....	90 00
	R. E. Boston, for labor.....	90 00
August 2	A. Lepreux, for tobacco for carpets.....	1 00
4	Helen Dow, for copying.....	5 00
Nov. 23	W. Stone, for coal.....	384 58
26	G. & T. Parker, for candles, brooms, &c.....	34 19
27	Campbell & Coyle, for coal scoop, candlesticks, &c.....	3 18
29	Post office bill, for postage.....	38 78
	Campbell & Coyle, for sundries.....	2 97
	J. C. & H. A. Williard, for rent, fire, and attendance of room.....	260 00
December 1	Edward Amhurst, for labor.....	160 50
	Robert E. Boston, for labor.....	170 50
3	Geo. S. Gideon, for printing briefs, (solicitor's).....	338 75
8	J. R. Crockwell, for letter paper.....	6 50
11	Thomas Mathews, for "Sun" paper.....	1 40
	Basil Fletcher, for attendance on court.....	50 00
	Middleton & Beale, for soap.....	1 46
	Campbell & Coyle, for candlesticks.....	1 50
1857.		
January 5	H. S. Johnston, for sheep-skin map.....	1 00
	T. B. Tilden, for map and atlas.....	22 00
	R. E. Boston, for labor.....	30 00
	Edward Amhurst, for labor.....	30 00
	Taylor & Maury, for stationery.....	1, 194 25
	Post office bill, for postage.....	13 30
	C. S. Fowler & Co., for pitcher and tumblers.....	1 06
	Campbell & Coyle, for brush.....	40
	R. W. Carter, for Russia diaper.....	2 00
21	L. M. Bergman, for one shoe punch.....	50
February 1	Edward Amhurst, for labor one month.....	30 00
	R. E. Boston, for labor one month.....	30 00
20	F. H. Sage, for printing.....	3 00
March 1	Edward Amhurst, for labor one month.....	30 00
	R. E. Boston, for labor one month.....	30 00
	L. J. Middleton, for ice.....	21 87
April 1	Thos. Mathews, for "Sun" paper.....	84
	Edward Amhurst, for one month's labor.....	30 00
	R. E. Boston, for one month's labor.....	30 00
	Post office bill, for postage.....	19 21
May 1	Edward Amhurst, for one month's labor.....	30 00
	R. E. Boston, for one month's labor.....	30 00
12	R. W. Carter, for two yards check.....	25
	Campbell & Coyle, for nails.....	25
30	F. H. Sage, for printing.....	7 25
June 1	Thos. Mathews, for Sun paper.....	84
	Edward Amhurst, for one month's labor.....	30 00

No. 3—Continued.

Date.	To whom paid and for what purpose.	Amount.
1857.		
June 1	R. E. Boston, for one month's labor.....	\$30 00
30	Edward Amburst, for one month's labor.....	30 00
	R. E. Boston, for one month's labor.....	30 00
July 1	Post office bill, for postage.....	32 07
31	Edward Ambush, for one month's labor.....	30 00
	R. E. Boston, for one month's labor.....	30 00
August —	Franck Taylor, for stationery.....	38 25
10	J. B. Wilson, for tobacco for carpets.....	86
	John Bell, for shaking carpets.....	2 00
17	Geo. S. Gideon, for printing.....	225 44
20	Case, Lockwood, & Co., for blank subpoenas.....	3 75
30	Edward Ambush, for one month's labor.....	30 00
	R. E. Boston, for one month's labor.....	30 00
September 29	Campbell & Coyle, for hammers, &c.....	1 17
30	Post office bill, for postage.....	23 90
	Edward Ambush, for one month's labor.....	30 00
	R. E. Boston, for one month's labor.....	30 00
October 15	C. S. Fowler & Co., for tumbler.....	1 12
27	Kennedy & Pugh, for candles, &c.....	11 45
31	Post office bill, for postage.....	26 83
	Edward Ambush, for one month's wages.....	30 00
	R. E. Boston, for one month's wages.....	30 00
November 20	Samuel H. Young, for coal.....	95 28
30	Edward Ambush, for one month's wages.....	30 00
	R. E. Boston, for one month's wages.....	30 00
December 1	Thomas Mathews, for Sun paper.....	1 68
31	R. E. Boston, for one month's wages.....	30 00
	Edward Ambush, for one month's wages.....	30 00
	Franck Taylor, for stationery.....	6 70
	James Espey, for desk, shelves, &c.....	13 50
	George & Thomas Parker & Co., for sundries.....	2 98
	L. J. Middleton, for ice.....	29 43
	J. W. Thompson & Brother, for putting up furnace.....	47 67
1858.		
January 21	Campbell & Coyle, for brushes, &c.....	2 47
31	R. E. Boston, for one month's wages.....	30 00
	Edward Ambush, for one month's wages.....	30 00
February 28	R. E. Boston, for one month's wages.....	30 00
	Edward Ambush, for one month's wages.....	30 00
March 3	Kennedy & Pugh, for candles, brooms, &c.....	11 71
11	A. F. Tennant, for charcoal.....	1 25
	J. S. Topham, for two mail bags.....	6 00
	Post office bill, for postage.....	25 18
	William A. Harris, for ruling and binding reports.....	4 00
31	R. E. Boston, for one month's wages.....	30 00
	Edward Ambush, for one month's wages.....	30 00
	Post office bill, for postage.....	27 72
April 27	William Chase, for transporting books.....	2 00
30	Edward Ambush, for one month's wages.....	30 00
	R. E. Boston, for one month's wages.....	30 00
May 1	Thomas Mathews, for Sun paper.....	1 40
4	A. F. Tennant, for charcoal.....	1 25
19	Telegraph Company, for transmitting message.....	1 20
31	R. E. Boston, for one month's wages.....	30 00
	Edward Ambush, for one month's wages.....	30 00
June 5	Kennedy & Pugh, for matches and broom.....	1 56
14	J. S. Bell, for carting books, &c.....	1 00
15	James S. Topham, for one mail bag.....	2 25

No. 3—Continued.

Date.	To whom paid and for what purpose.	Amount.
1858.		
June 18	Taylor & Maury, for books, stationery, &c.....	\$249 25
	Taylor & Maury, for books, stationery, &c.....	569 18
	Adams's Express Company, for freight on box.....	1 50
25	W. H. & O. H. Morrison, for law books.....	530 00
30	Edward Ambush, for one month's wages.....	30 00
	R. E. Boston, for one month's wages.....	30 00
	Post office bill, for postage.....	37 36
July 30	Edward Ambush, for one month's wages.....	45 00
	Robert E. Boston, for one month's wages.....	45 50
August 1	C. Wendell, for printing.....	1 75
31	R. E. Boston, for one month's wages.....	45 00
	Edward Ambush, for one month's wages.....	45 00
	Franck Taylor, for stationery.....	24 05
September 30	R. E. Boston, for one month's wages.....	45 00
	Edward Ambush, for one month's wages.....	45 00
	Kennedy & Pugh, for soap and candles.....	3 67
	S. De Camp, for file-boards, &c.....	21 50
	Post office bill, for postage.....	29 47
October 11	C. M. Keys, for hickory wood, sawing, &c.....	54 00
22	Campbell & Coyle, for British lustre.....	79
23	Adams's Express Company, for freight on box.....	3 25
	John Bell, for hauling books, desk, &c.....	1 62
November 1	Edward Ambush, for one month's wages.....	45 00
	R. E. Boston, for one month's wages.....	45 00
4	W. Weedens, for carriage for use of court.....	4 00
	A. W. Hughes, for sponge.....	4 90
19	A. L. Newton, for towels.....	6 75
	J. Riordon, for translating from the Spanish.....	2 50
	C. Wendell, for alterations in revise of opinions.....	1 75
	Mary E. Taylor, for washing towels 21 months.....	11 37
29	A. L. Newton, 11 yards linen crash.....	1 38
	C. S. Fowler & Co., one dozen tumblers.....	2 25
30	R. E. Boston, for one month's wages.....	45 00
	Edward Ambush, for one month's wages.....	45 00
	Telegraph Company, for message.....	1 71
December 31	R. E. Boston, for one month's wages.....	45 00
	Edward Ambush, for one month's wages.....	45 00
	L. M. Berryman, for paper punch.....	75
	Thomas Taylor, for removing furniture of court, &c.....	7 50
	M. E. Taylor, for washing and making towels.....	4 50
	Post office bill, for postage.....	39 18
	L. J. Middleton, for ice.....	48 89
	Wm. H. Falconer, for putting up shelves.....	4 90
	Thomas Mathews, for Sun paper.....	1 96
1859.		
January 3	George Hickman, for hauling books and case.....	1 00
	Wm Tuney, for hauling books and case.....	1 00
12	Campbell & Coyle, for night latch.....	2 00
15	James F. Jackson, for two wood hods.....	5 00
31	Edward Ambush, for 1 month's wages.....	45 00
	R. E. Boston.....do.....do.....	45 00
February 28	Edward Ambush.....do.....do.....	45 00
	R. E. Boston.....do.....do.....	45 00
March 21	W. H. Harrover, for fire-boards, pipe, &c.....	18 75
22	John F. Callan, for naval and military laws.....	28 00
31	Edward Ambush, for 1 month's wages.....	45 00
	R. E. Boston, for 1 month's wages.....	45 00
	Post office bill, for postage.....	37 88
	W. H. & O. H. Morrison, for law books, reports, &c.....	482 12

No. 3—Continued.

Date.	To whom paid and for what purpose.	Amount.
1859.		
March 31	John C. Rives, for Daily Globe	\$8 00
April 29	S. B. Waite, for soap, sponge, &c.....	6 72
30	R. E. Boston, for 1 month's wages.....	45 00
	Edward Ambush, for 1 month's wages	45 00
May 4	S. H. Young, for hickory wood	7 50
	John Beall, for hauling books and furniture.....	2 50
16	E. Wheeler, for brushes.....	3 25
31	Edward Ambush, for 1 month's wages.....	45 00
	R. E. Boston, for 1 month's wages.....	45 00
June 15	Case, Lockwood & Co., for 300 blanks	3 75
26	George S. Gideon, for printing	30 50
	Taylor & Maury, for stationery, &c.....	852 56
30	R. E. Boston, for 1 month's wages.....	45 00
	Edward Ambush, for 1 month's wages.....	45 00
	W. H. Harrover, for Russ's fire-boards, &c.....	8 75
	M. E. Taylor, for washing towels.....	7 50
	Post office bill, for postage	36 75
	Franck Taylor, for letter paper.....	7 25
July 31	R. E. Boston, for 1 month's wages	45 00
	Edward Ambush, for 1 month's wages	45 00
August 15	Blanchard and Mohun, for stationery.....	79 50
30	Wm. Valentine, for 4 volumes Journal of Congress.....	25 00
	Adams's Express Company, for freight.....	1 00
	Anthony Hickman, for shaking carpets.....	1 25
31	R. E. Boston, for 1 month's wages.....	45 00
	Edward Ambush, for 1 month's wages.....	45 00
	C. Wendell, for binding reports	19 50
	Platner & Porter, for paper.....	193 58
September 2	W. B. Brashear, for tobacco for carpets.....	1 00
	W. H. & O. H. Morrison, for books, stationery, &c.....	126 50
30	R. E. Boston, for 1 month's wages.....	45 00
	Edward Ambush, for 1 month's wages.....	45 00
	Post office bill, for postage	30 37
October 12	Railroad Company, for freight on boxes	3 63
28	Campbell & Son, for 1 knife.....	2 00
	Samuel H. Young, for wood and coal.....	243 88
31	Edward Ambush, for 1 month's wages	45 00
	R. E. Boston, for 1 month's wages.....	45 00
	Henry Peterson, for hauling books, &c.....	1 25
	Campbell & Son, for axe, locks, &c.....	3 85
November 1	Thomas Mathews, for Sun paper.....	3 08
	C. S. Fowler, &c., for jar and tumblers	3 00
9	Campbell & Son, for night latch.....	1 50
30	Edward Ambush, for 1 month's wages.....	45 00
	R. E. Boston, for 1 month's wages.....	45 00
December 8	Kennedy & Pugh, for soap, candles, &c.....	8 08
	L. J. Middleton, for ice.....	37 56
31	Edward Ambush, for 1 month's wages.....	45 00
	R. E. Boston, for 1 month's wages.....	45 00
	Post office bill, for postage.....	45 67
	C. Wendell, for binding.....	3 75
	M. E. Taylor, for washing towels.....	7 50
	James Espey, for step-ladder, &c.....	8 50
		10,629 33

F. BIGGER, *Register*.TREASURY DEPARTMENT, *Register's Office*, June 9, 1860.

H. Ex. Doc. 93—2

No. 4.

Statement exhibiting the sums paid out of the treasury for fitting up and furnishing the court-rooms and conference room, and offices for the solicitor and clerk of the Court of Claims, since its organization to January 1, 1860.

Date.	To whom paid and for what purpose.	Amount.
1856.		
February 28	Adams's Express Company, freight on carpets	\$4 75
March 10	-----do-----do-----	3 75
27	Schooner Washington, freight on furniture.....	36 34
June 2	D. Campbell, 1 sheep skin.....	1 75
11	Adams's Express Company, freight on carpets.....	5 75
11	Starr, Burkett & Co., carpets	1,102 04
23	W. M. L. Cripps, furniture.....	78 00
30	Henry Dudley, laying carpets.....	5 00
	J. C. & H. A. Willard, bookshelves, chairs, and table.....	155 00
July 13	Edward Stabler, seal, press, and stand.....	81 00
18	Robbins & Winship, furniture and packing boxes	361 50
25	Campbell & Coyle, 1 large sweeping brush.....	1 75
31	Joseph L. Savage, scrub brush and mops.....	1 25
December 1	W. H. Harrover, stoves, pipe, &c	89 96
	Starr, Burkett & Co., curtains and fixtures for court-room....	700 00
10	Schooner Arctic, freight.....	6 57
	Schooner Bergen, freight.....	5 99
17	Henry Dudley, curtain pins and hanging curtains.....	13 00
1857.		
February 24	W. M. L. Cripps, furniture.....	51 50
March 10	William H. Chase, sundries.....	1 50
May 12	James Espy, furniture, repairs, &c.	117 00
14	Geo. & Thos. Parker & Co., door mats and lustre.....	3 38
15	Charles Stott, 3 chamois skins and 2 sponges.....	2 75
	J. L. Savage, feather duster.....	1 50
16	Geo. & Thos. Parker & Co., 2 brooms and 2 whisks.....	1 50
	J. W. Thompson & Bro., grate for furnace.....	4 00
21	W. H. Harrover, stove, pipe, and zinc.....	25 83
	Robbins & Winship, 3 arm-chairs and 2 packing boxes.....	94 00
June 8	John Robinson, 1 large clock.....	30 00
10	W. M. L. Cripps, writing table and case for books.....	44 00
October 27	Starr, Burkett & Co., carpets	108 47
	Adams's Express Co., freight on carpets.....	2 50
December 1	W. M. L. Cripps, two cases.....	63 00
	Henry Dudley, hanging curtains and laying carpet.....	10 50
1858.		
January 5	Claget & Dodson, matting.....	2 81
February 23	Samuel Kirby, easing drawers and 1 bookcase.....	46 50
March 20	Geo. & Thos. Parker & Co., 1 bucket.....	31
June 25	Wm. Rogers & Son, 3 ice pitchers.....	26 00
	J. W. Thompson & Bro., lamp, tube, and shade.....	9 00
September 27	Samuel Kirby, 1 large table and 2 hat-racks	107 00
December 14	Jas. C. McGuire & Co., 1 bookcase.....	25 00
30	Campbell & Coyle, 1 large hair brush	1 75
31	J. L. Savage, 1 awl.....	35
1859.		
January 10	Jas. C. McGuire & Co., 1 walnut table.....	5 50
March 17	Samuel Kirby, furniture and repairs	29 00
May 30	Chas. S. Fowler & Co., ewers and basins, jar and bucket.....	6 50
July 8	James O. Whitney, repairing windows and door	3 62

No. 4—Continued.

Date.	To whom paid and for what purpose.	Amount.
1859.		
July 8	Chas. G. Ball, brick and repairs.....	\$19 31
	James Espy, sundry repairs.....	20 75
	Wm. Rogers & Son, ice pitcher.....	8 00
September 12	McGregor & Co., 1 chair and 1 washstand.....	36 00
November 30	C. Woodward, stove, pipe and sundries.....	34 13
December 8	Jas. C. McGuire & Co., mahogany desk.....	30 00
	John Henderson, book stand.....	25 00
		3,651 36

F. BIGGER, *Register*.TREASURY DEPARTMENT, *Register's Office*, June 9, 1860.

List of names of persons who have been appointed to the office of Justice of the Peace for the year 1900	
1900	John A. Smith, Esq.
1901	John A. Smith, Esq.
1902	John A. Smith, Esq.
1903	John A. Smith, Esq.
1904	John A. Smith, Esq.
1905	John A. Smith, Esq.
1906	John A. Smith, Esq.
1907	John A. Smith, Esq.
1908	John A. Smith, Esq.
1909	John A. Smith, Esq.
1910	John A. Smith, Esq.

The following is a list of the names of the persons who have been appointed to the office of Justice of the Peace for the year 1900. The names are listed in alphabetical order, and the year of appointment is given in parentheses.

1900: John A. Smith, Esq. (1900)

1901: John A. Smith, Esq. (1901)

1902: John A. Smith, Esq. (1902)

1903: John A. Smith, Esq. (1903)

1904: John A. Smith, Esq. (1904)

1905: John A. Smith, Esq. (1905)

1906: John A. Smith, Esq. (1906)

1907: John A. Smith, Esq. (1907)

1908: John A. Smith, Esq. (1908)

1909: John A. Smith, Esq. (1909)

1910: John A. Smith, Esq. (1910)

CONTINGENT EXPENSES—POST OFFICE DEPARTMENT.

LETTER

FROM

THE POSTMASTER GENERAL,

TRANSMITTING

A statement of the contingent expenses of the Post Office Department during the year ending June 30, 1859.

JUNE 13, 1860.—Laid on the table and ordered to be printed.

POST OFFICE DEPARTMENT, *May 31, 1860.*

SIR: Agreeably to the requirements of the 29th section of the act of Congress of August 26, 1842, I have the honor to transmit herewith a detailed statement of the expenditure of the contingent fund of the Post Office Department for the fiscal year ending June 30, 1859.

The balance due the United States on the 1st July, 1858,	
was.....	\$135 13
Amount received from the treasury during the year	20,205 57
Amount received from sales of waste paper.....	952 89
Amount received from sale of old iron safe.....	85 00
Total.....	21,378 59
Total expenditures as per statement.....	18,949 57
Balance due the United States July 1, 1859.....	2,429 02

Very respectfully, your obedient servant,

J. HOLT,
Postmaster General.

Hon. WILLIAM PENNINGTON,
Speaker of the House of Representatives.

Statement of all payments from the contingent fund of the Post Office Department during the fiscal year ending June 30, 1859. 2

CONTINGENT EXPENSES OF

To whom paid.	For what object.	Amount.	Total.	Aggregate.
Cornelius Wendell.....	Blank books, binding, and stationery.			
	Ruling feint and red, 3,640 order for stamped envelopes, at 50 cents per 100.....	\$18 20		
	Ruling 17,480 way bills, at 25 cents per 100.....	43 70		
	Ruling 460 account of wrapping paper.....	1 15		
	Ruling feint and red, 920 monthly reports, at 50 cents per 100.....	4 60		
	Paging 69 quires acceptances, at 12½ cents per quire.....	8 63		
	Printing, ruling, and binding 25½-quires medium failures, Russia ends and bands, at \$2 50 per quire.....	27 50		
	Printing, ruling, and binding 5 volumes super royal register, 28 quires in all, half-bound Russia, at \$4 per quire.....	112 00		
	Printing, ruling, and binding 2 6-quires medium register of stamped envelopes sent for sale, Russia ends and bands, at \$2 50 per quire.....	30 00		
	Four tags for register, at 25 cents.....	1 00		
	Printing, ruling, and binding 2 6-quire double cap draft-books, Nos. 17 and 18, Russia ends and bands, at \$1 62½ per quire.....	19 50		
	Ruling, binding, and pasting routes in 16 volumes, at \$10 per volume.....	160 00		
	Ruling, binding, and pasting routes in 16 volumes, at \$10 per volume.....	2 50		
	Backing large map United States territory.....	1 00		
	Backing sketch-map, Fort Laramie.....	34 00		
	Ruling and binding 17-quires medium post offices and postmasters, full Russia, extra, at \$2 per quire.....	2 50		
	Backing large map United States territory.....	16 00		
	Ruling and binding 8-quire medium letters, No. 33, Russia ends and bands, at \$2 per quire.....	3 50		
	Ruling and binding 2-quire index to same, \$1 75 per quire.....	3 00		
	Lettering 6 volumes post office stamp accounts, at 50 cents.....	68		
	Binding 1 volume report of Postmaster General, half Russia.....	6 00		
	Binding 2 volumes Union and Intelligencer, half sheep, at \$3.....	75		
	Binding 1 volume Foreign Mails, half Russia.....			
	Printing, ruling, and binding 2 6-quire super register, half Russia, at \$4 per quire.....	48 00		

Binding 9 volumes mail M., S. S., full sheep, at \$5 per volume.....	45 00
Binding 2 volumes mail routes, half Russia, at \$1.....	2 00
Printing, ruling, and binding 6-quire medium registers of executed contracts, Russia ends and bands, at \$2 50 per quire.....	15 00
Printing, ruling, and binding 2 8-quire medium journals, Nos. 42 and 43, full Russia, at \$2 per quire.....	32 00
Printing, ruling, and binding 2 6-quire medium failures, Russia ends and bands, at \$2 50 per quire.....	15 00
Printing, ruling, and binding 2 4-quires quarto post lock mail-bags, half Rus- sia, at \$1 12½ per quire.....	9 00
Binding 8 volumes originals, half Russia, at \$3 per volume.....	24 00
Binding 17 volumes mail-routes, quarto post and cap, per volume, for Mr. Zevely.....	34 00
Printing, ruling, and binding 4 5-quires quarto post lock mail-pouches, Wash- ington and Richmond route, half Russia, at \$1 12½ per quire.....	22 50
Mounting map of United States territory.....	2 50
Binding in paper 2,000 copies letters in favor of Tehuantepec route, at \$3 per 100	60 00
Binding 4 volumes lock mail-pouches, Augusta and Macon route, at \$1 per vol--	4 00
Binding 4 volumes mail-pouches, (Augusta and Kingsbury).....	4 00
Ruling 4,600 way-bills, at 25 cents per 100.....	11 50
Ruling 3,680 mail-bills, at 25 cents per 100.....	9 20
Ruling 920 through mail-bills, at 25 cents per 100.....	2 30
Ruling feint and red, 460 blanks, at 50 cents per 100.....	2 30
Ruling feint and red, 9 0 reports, at 50 cents per 100.....	4 60
Ruling feint and red, 1,400 mail-bag accounts, at 50 cents per 100.....	7 00
Ruling feint and red, 1,840 orders for stamps, at 50 cents per 100.....	9 20
Ruling feint and red, 920 circulars, (way-bill No. 7,) at 25 cents per 100.....	2 30
Ruling and binding 1 7-quire medium letters, Post Office Department, Russia ends and bands, at \$2.....	14 00
Ruling and binding 1 4-quire medium route-book, Russia ends and bands, at \$2	8 00
Printing, ruling, and binding 2 8-quires super royal quarterly returns, A to L, M to Z, full Russia, at \$4 50 per quire.....	72 00
Set of tags for same.....	2 00
Printing, ruling, and binding 1 6-quire demy pay of mail contractors, full Rus- sia, at \$2 per quire.....	12 00
Binding 1 volume Report of the Postmaster General.....	75
Binding 3 volumes Original Mail Contracts, at \$3 each.....	9 00
Printing, ruling, and binding 2 6-quire super royal depository cash accounts, Nos. 15 and 16, half Russia, at \$4 per quire.....	48 00

STATEMENT—Continued.

To whom paid.	For what object.	Amount.	Total.	Aggregate.
C. Wendell—Continued. . .	Ruling and binding 2 8-quire medium letters, Nos. 39 and 40, Russia ends and bands, at \$2 per quire-----	\$32 00		
	Set of tags for dead letter office-----	2 00		
	Guard book for Mr. Marron-----	3 75		
	Ruling and binding 8 6-quire medium route books, Russia ends and bands, at \$2 per quire-----	96 00		
	Ruling and binding 2 5-quire route books, Russia ends and bands, at \$2 per quire-----	20 00		
	Paging the same, 58 quires, at 12½ cents per quire-----	7 25		
	Ruling and binding 6-quire demy index to routes, at \$1 50 per quire-----	9 00		
	Set of tags for the same-----	2 00		
	Binding 1 volume proposals, half Russia-----	68		
	Binding 9 volumes original contracts, full sheep, at \$3-----	27 00		
	Printing, ruling and binding 2 2½-quire cap indexes, half sheep, at \$1 12½ per quire-----	5 62		
	Ruling 7,360 list of mail bill, way-bills, lock mail bags, &c., at 25 cents per 100-----	18 40		
	Ruling 2,300 orders, account of mail pouches, and way bills, at 25 cents per 100-----	5 75		
	Ruling and binding 3 6½-quires medium letters, Russia ends and bands, at \$2 per quire-----	39 00		
	Printing, ruling, and binding 6 quires medium, fines and deductions, Russia ends and bands, at \$2 50 per quire-----	15 00		
	Ruling red and faint 460 blank agent's report of wrapping paper, at 50 cents per 100-----	2 30		
	Ruling and binding 2 9½-quire medium letters, Russia ends and bands, at \$2 per quire-----	30 00		
	Binding in paper 300 Postmaster General's Report-----	9 00		
	Ruling and binding 16 volumes lock mail pouches, half Russia, at \$1 each-----	16 00		
	Ruling faint and red 3,680 route blank, express way-bills, and schedules of blanks distributed, at 50 cents per 100-----	18 40		
	Ruling 7,360 way bills, at 25 cents per 100-----	18 40		
	Paper, printing, and enveloping 3,600 advertisements, at \$3 per 100-----	108 00		
	Paper, printing, and enveloping 1,850 proposals for carrying mails, \$3 per 100-----	55 50		
	Ruling and binding 5 volumes cap lock mail pouches, half Russia, at \$2 per vol.-----	10 00		
	Ruling and binding 9 volumes lock mail pouches, quarto post, half Russia, at \$1-----	9 00		

Printing, ruling, and binding 4-quire cap account dead letters, at \$1 25 per quire.	5 00
Printing, ruling, and binding 3-quire demy account of dead matter returned, at \$1 50 per quire.	4 50
Printing, ruling, and binding 8-quire demy account of dead matter returned, at \$1 50 per quire.	12 00
Printing, ruling, and binding 6 8-quire medium postage stamp accounts, Russia ends and bands, at \$2 50 per quire.	120 00
Interleaving and binding 30 volumes proposals, at \$1 per quire.	30 00
Binding in paper 1,000 copies Postmaster General's Report, at \$3 per 100.	30 00
Backing 1 long map of mail route.	1 50
Printing, ruling, and binding 9-quire medium register of drafts, Russia ends and bands, at \$2 50 per quire.	22 50
Printing, ruling, and binding 6-quire super royal register, half Russia, at \$4 per quire.	24 00
Binding 1 volume Report of Postmaster General, 1858.	75
Binding 1 volume proposals and contracts.	75
Printing, ruling, and binding 6-quire medium register of executed contract, Russia ends and bands, at \$2 50 per quire.	15 00
Printing, ruling, and binding 6 5½-quire super royal abstract of additional allowances and curtailments, half Russia, at \$4 per quire.	132 00
Ruling, pasting, and paper for 3 volumes hand-books, half Russia, at \$10 per volume.	30 00
Ruling and binding 5-quire quarto post contractors, at 62½ cents per quire.	3 12
Binding 5 volumes Postmaster General's orders, deductions, and fines, half Russia, at \$3 per volume.	15 00
Ruling and binding 6-quire medium letter bags, &c., Russia ends and bands, at \$2 per quire.	12 00
Printing, ruling, and binding 6-quire medium failures, Russia ends and bands, at \$2 50 per quire.	15 00
Printing, ruling, and binding 6-quire super royal register, half Russia, at \$4 per quire.	24 00
Printing, ruling, and binding 4 3¼-quire medium register of dead letters, minor, half Russia, at \$2 25 per quire.	31 50
Set of tags for same.	2 00
Printing, ruling, and binding 6 6-quire medium register of postage stamps sent for sale, Russia ends and bands, at \$2 50 per quire.	90 00
Printing, ruling, and binding 4 6-quire medium register of stamped envelopes, &c., Russia ends and bands, at \$2 50 per quire.	60 00
Printing 400 copies Appendix H, 36 pp.	46 00

STATEMENT—Continued.

To whom paid.	For what object.	Amount.	Total.	Aggregate.
C. Wendell—Continued ---	Ruling and binding 1 8-quire medium journal, full Russia, at \$2 per quire.-----	\$16 00		
	Ruling and binding 1 7-quire demy letter book, full Russia, at \$1 50 per quire.---	10 50		
	Ruling, pasting, and paper for 3 volumes hand-book, at \$10 per volume -----	30 00		
	Printing, ruling, and binding 1 6-quire super royal register, half Russia, at \$4 per quire -----	24 00		
	Printing, ruling, and binding 1 6-quire medium fines and deductions, Russia ends and bands, at \$2 50 per quire-----	15 00		
	Ruling and binding 1 5-quire cap applications of clerkships, half Russia, at 62½ cents per quire -----	3 12		
	Printing, ruling, and binding 2 8-quire royal error register, Russia ends and bands, at \$3 50 per quire -----	56 00		
	Ruling and binding 1 3½-quire medium routes, at \$2 per quire.-----	7 00		
	Binding 2 4-quire lock mail bags-----	4 00		
	Binding 1 volume reports of appointment, &c., half Russia-----	2 00		
	Binding 3 volumes proposals and contracts, at 68 cents-----	2 04		
	Ruling 1, 380 way bills, at 25 cents per 100 -----	3 45		
	Ruling 460 orders for making stamps, at 25 cents per 100 -----	1 15		
	Ruling 2, 300 route agent's register, at 25 cents per 100-----	5 75		
	Printing, ruling, and binding 5-quire medium contingent accounts, Russia ends and bands, at \$2 50-----	12 50		
	Printing, ruling, and binding 4 8-quire demy index, &c., &c, Russia ends and bands, at \$2 per quire-----	64 00		
	Ruling faint and red 500 account currents, at 50 cents per hundred; abstract of disbursements, at 25 cents per 100-----	2 75		
	Ruling and binding 2 8-quire quarterly returns, super royal, Russia ends and bands, printed heads, at \$4 50 per quire-----	72 00		
	Binding 1 volume proposals-----	50		
	Ruling and binding 12 4-quire cap lock mail, &c., half Russia, at \$1 50 per vol.--	18 00		
	Ruling and binding 6 quires cap day-book, half Russia -----	3 75		
	Printing, ruling, and binding 5 3½-quire imperial statement, &c., Russia ends and bands, at \$5 25 per quire-----	91 87		

Ruling and binding 10 volumes account of lock mail pouches, half Russia, at \$1 50 per volume -----	15 00	
Quarter binding 200 instructions to special agents, at 10 cents each -----	20 00	
Ruling and binding in half Russia 10 lock mail routes, at \$1 50 each -----	15 00	
Binding 1 volume Postmaster General's Report, half Turkey -----	75	
Printing, ruling, and binding 3-quire double cap register, half Russia, at \$1 50 per quire -----	4 50	
Printing, ruling, and binding 2 6-quire super royal mail depredations, Russia ends and bands, at \$4 50 per quire -----	54 00	
Ruling and binding 2-3-quire demy index, half sheep, at \$1 12½ per quire -----	6 75	\$2,883 41
Wm. Pettibone -----	12 00	
	1 50	
Anthony Best -----	8 80	13 50
	10 00	
Samuel Nyburg -----	-----	18 80
Estate of R. Farnham -----	255 00	1 50
	47 50	
	5 90	
	20 00	
	147 00	
	18 00	
	7 00	
	14 00	
	7 75	
	56 00	
	27 00	
	3 00	
	21 01	
	8 00	
	7 00	
	5 00	
	5 50	
	1 00	
	4 00	
	7 30	
Ruling and binding 6-quire medium special route book, at \$2 per quire -----		
Making 6 tags of States, at 25 cents each -----		
48 large envelopes, No. 40, \$4 80; 50 ditto, No. 39, \$4 -----		
1,000 large envelopes, No. 36, at \$1 per 100 -----		
1 pen-holder, patent revolver, for Postmaster General -----		
42,500 long buff envelopes, at \$6 per 1,000 -----		
9,500 buff letter envelopes, at \$5 per 1,000 -----		
150 white official envelopes, 90 cents: 500 ditto, 9½ × 4½, at \$10 per 1,000, \$5 -----		
Printing 10,000 envelopes, at \$2 per 1,000 -----		
49 reams machine letter paper, at \$3 -----		
6 reams envelope paper, at \$2 each; 2 reams wrapping paper, at \$2 each, and 1 ream blotting paper, at \$2 -----		
1 ream despatch cap paper, 18 pounds -----		
4 reams superior Congress cap paper, at \$3 50 -----		
½ ream double thick note paper, \$1 75; 4 reams note paper, at \$1 50 -----		
26 gross steel pens, at \$2, \$52; 2 gold pens and cases, \$4 -----		
17 pounds gum arabic, \$17; 20 dozen lead pencils, at 50 cents, \$10 -----		
1 ivory propelling pencil, \$1; 1 gold pen, \$2 -----		
9 dozen pen-holders, \$3 01; 3 dozen writing fluid, at \$2, \$18 -----		
5 dozen red ink, at \$1 50, \$7 50; 1 blank book, 50 cents -----		
3 gold pens, at \$1 50, \$4 50; 100 No. 80 quills, \$2 50 -----		
2 dozen erasers, at \$2, \$4; 2 blank books, \$1 -----		
1 large gold pen and holder, \$4; 1 penknife, \$1 50 -----		
1 ivory propelling pencil, 75 cents; 1 reference file, 25 cents -----		
1 dozen red and blue pencils, \$3; 4 pair shears, at \$1 -----		
1 pound wax, \$1; 12 dozen red tape, \$1 80; 1 dozen inkstands, \$4 50 -----		

STATEMENT—Continued.

To whom paid.	For what object.	Amount.	Total.	Aggregate.
Estate of R. Farnham—Continued.	2 pounds twine, 50 cents; 6 draper's inkstands, \$4 50-----	\$5 00		
	12 packs blank cards, \$2; 1 diary, 40 cents; 1 pair blank cards, 25 cents-----	2 65		
	1 pump inkstand, \$1 25; 2 dozen patent white rubber, \$1 50-----	2 75		
	6 pounds hemp twine, \$1 50; 4 pounds cotton twine, \$1 00-----	2 50		
	34,500 long buff envelopes, at \$6 per 1,000-----	207 00		
	6,500 buff letter envelopes, at \$5-----	32 50		
	33 gross steel pens, at \$2, \$66; 2 gross spring pointed pens, \$2-----	68 00		
	1 gross galvanized pens, \$3; 2 gross electro gilt pens, \$6-----	9 00		
	30 reams letter paper, at \$3 per ream-----	90 00		
	4 reams superior Congress cap paper, at \$3 50, \$14; 5 reams wrapping paper, at \$2, \$10-----	24 00		
	1 dozen penknives, \$18; 1 extra 6-blade penknife, \$4-----	22 00		
	12 dozen pencils, at 50 cents \$6; 18 pounds gum arabic, at \$1, \$18-----	24 00		
	14 dozen glass inkstands, at 75 cents each, \$13 50; 1 large ditto, \$2-----	15 50		
	3 dozen pen-holders, at \$1; 4 dozen ditto, \$1 32; 1 dozen ditto, 50 cents-----	2 82		
	7 bottles mucilage and brush-----	4 38		
	2 dozen Davis' writing fluid, \$12; 2 dozen red ink, at \$1 50, \$4 50-----	16 50		
	17 pounds twine, at 25 cents, \$4 25; 3 pounds India rubber, at \$1, \$3-----	7 25		
	1 blank book and alphabet, \$2 75; 1 ditto, at \$1 75-----	4 50		
	6 glass paper weights, at \$1, \$6; 3 morocco weights, at 74 cents, \$2 25-----	8 25		
	3 marble weights, at 75 cents, \$2 25; 2 glass weights, at \$1, \$2-----	4 25		
	2 glass weights, \$1 50; 1 letter clip, \$1-----	2 50		
	4 quires copying paper, at 50 cents, \$1; 6 quires thin letter, at 25 cents, \$1 50-----	2 50		
	1 dozen large needles, 20 cents; 3 pounds hemp, at 25 cents, 75 cents-----	95		
	2 dozen red tape, 30 cents; 1 dozen erasers, \$2; 1 dozen folders, \$4-----	6 30		
	1 pair fine scissors, 50 cents; 1 envelope box, \$2-----	2 50		
	1 peck black sand-----	40		
	32,000 long buff envelopes, at \$6 per thousand-----	192 00		
	7,000 buff letter envelopes, at \$5, \$35; 100 large white envelopes, \$1-----	36 00		
	Printing 10,000 long buff envelopes, \$20; 11 pounds gum arabic, \$11-----	31 00		
	34 gross steel pens, at \$2, \$68; 1 gross galvanized pens, \$3-----	71 00		
	1 box mapping pens, \$2; 1 gross classical pens, \$2-----	4 00		

3 large gold barrel pens, at \$3 50, \$10 50; 2 gold pens and cases, \$4	14 50
24 reams letter paper, at \$3, \$72; 1 ream engrossing paper, \$4	76 00
6 reams double thick English note paper, at \$4	24 00
Ruling $\frac{1}{2}$ ream same to pattern	50
2 reams ruled folio post paper, \$6; 12 sheets imperial paper, \$1 80	7 80
1 ream Congress cap paper, \$3 50; 2 reams wrapping paper, at \$2, \$4	7 50
3 reams note paper, at \$1 50, \$4 50; $\frac{1}{2}$ ream blue letter paper, \$1 50	6 00
$\frac{1}{2}$ ream demy writing paper, ruled to pattern	5 00
1 ream blue laid despatch cap paper	7 00
2 gutta percha rulers, \$1 26; 6 pounds wafers, at 30 cents, \$1 80	3 06
1 doz. Draper's inkstands, \$9; 1 patent inkstand, \$1 25; 1 patent inkstand, 75 cts.	11 00
2 dozen bottles ink, at 50 cents, \$12; 1 dozen red ink, \$1 50	13 50
1 $\frac{1}{2}$ quart Arnold's copying ink, \$1 50; 9 bottles mucilage, &c., \$5 62	7 12
7 pair sheers, at 25 cents each, \$1 75; 100 op. quills No. 80, \$2 50	4 25
6 dozen pen-holders, \$2 01; 2 gutta percha pen-holders, \$1	3 01
1 dozen 4-blade penknives, \$18; 1 copying letter book, \$2 50	20 50
6 sheets blotting board, 38 cents; 1 blotting pad, 75 cents	1 13
6 large portfolios, made to pattern, for topographer	12 00
1 calendar, 50 cents; 2 glass paper weights, \$2	2 50
1 hone, 75 cents; 4 dozen lead pencils, \$2; 1 sponge cup, 38 cents	3 13
1 post office balance, \$1 75; 2 pounds rubber, \$2; 1 paper cutter, 25 cents	4 00
12 packs blank cards, \$2 50; 6 balls twine, \$1 12	3 62
26,600 envelopes, at \$6 per thousand	159 60
8,000 envelopes, at \$5, \$40; 500 extra large envelopes, \$5	45 00
1,000 extra large envelopes, 4 $\frac{1}{2}$ x 11, \$10; 900 envelopes, assorted, at 50 cts., \$4 50	14 50
500 white letter envelopes, \$1 75; 200 note envelopes, 80 cents	2 55
400 letter envelopes, at 50 cents, \$2; 300 white official envelopes, \$1 80	3 80
12 pounds gum arabic, \$12; 8 quarts black sand, 80 cents	12 80
6 dozen pen-holders, \$2 01; 30 gross steel pens, \$60	62 01
1 gross electro-gilt pens, \$2 50; 1 gross gilt pens, \$3	5 50
1 dozen glass inkstands, \$4; 3 dozen red ink, \$4 50	8 50
2 dozen quarts writing fluid, \$12; 14 pounds twine, \$3 50	15 50
10 dozen penknives, at \$18, \$180; 1 dozen blue and carmine pencils, \$3	183 00
1 gold pen and case, \$2; 1 dozen ivory folders, \$2	4 00
1 large size letter press copying book	4 00
2 long rulers, 33 cents; 2 gutta percha rulers, \$1 25	1 58
1 blank book, 50 cents; 1 blank book, made to pattern, \$5 50	6 00
36 dozen red tape, \$5 40; 1 newspaper file, 75 cents	6 15
1 Webster's Dictionary, 4 to., \$6; 1 porcelain slate, \$1 50	7 50

STATEMENT—Continued.

To whom paid.	For what object.	Amount.	Total.	Aggregate.
Estate of Robert Farnham— Continued.	7 dozen pencils, \$3 50 ; 2 ivory propelling pencils, \$2..... 37 reams letter paper, at \$3 per ream..... 1 ream heavy medium letter paper..... 1 ream medium writing paper, \$6 ; ruling to pattern, \$2..... 2 reams royal writing paper, \$16 ; ruling red and feint to pattern, \$6..... 6 reams Congress cap paper, \$21 ; 1 package extra heavy English note paper, \$1..... 8 reams wrapping paper, \$16 ; 5 reams note paper, \$7 50..... 2 quires blotting paper, 20 cents ; 1 ream note paper, \$1 50.....	\$5 50 111 00 4 00 8 00 22 00 22 00 23 50 1 70	\$2,545 77	\$5,462 98
	Total for blank books, binding, and stationery.....			
	<i>Newspapers and periodicals.</i>			
C. Wendell..... George R. Smith.....	"Washington Union," (daily,) July 1, 1857, to July 1, 1858..... "U. S. Democratic Review," January 1 to December 31, 1858..... "U. S. Democratic Review," January 1 to December 31, 1859.....	 3 00 3 00	20 00 6 00	
John C. Rives.....	"Congressional Globe and Appendix," 34th Congress, 4 vols..... "Congressional Globe and Appendix," 7th December, 10 months at \$10 per annum.....	10 00 5 83		
George A. Bailey..... Gales & Seaton..... Johnson, Fry & Co.....	"Daily Globe," 2d session 35th Congress..... "National Intelligencer," March 4, 1858, to September 1, 1859, 3 copies..... "Life, &c. of Washington," part 2 to 46, at 25 cents per number.....	..... ..... .....	15 83 3 00 30 00 6 50	
	Total for newspapers and periodicals.....			81 33
	<i>Fuel and lights.</i>			
Washington Gas-Light Co...	15,600 feet of gas, at 35 cents per 100 feet..... 5 lamps from April 1 to October 1, 1858, at \$2 50 per month.....	54 60 73 00		

Do	47,800 feet of gas, at 40 cents per 100 feet.....	\$191 20		
	Deduct for being paid within four days of presentation.....	23 90		
			167 30	
Do.....	4 lamps from October, 1858, to January, 1859, at \$2 50 per month		30 00	
	23,300 feet of gas, at 35 cents per 100 feet	\$81 55		
	Post office extension, 11,500 feet, at 35 cents per 100 feet.....	40 25		
Do.....	4 lamps, January to March, 1859, at \$2 50 per month		121 80	
	24,900 feet of gas, at 35 cents per 100 feet.....		30 00	
	4 lamps, April to July, 1859		87 15	
			30 00	
I. S. Harvey & Co.....	150½ cords of wood, (sawed and piled,) at \$5 75 a cord		860 93	595 85
	10 tons Cumberland coal, at \$5 50 per ton.....		55 00	
McKnew & Marlow	70 tons white-ash coal, including stowing and extra labor, at \$5 10 per ton.....			915 93
C. S. Whittlesey.....	36 pounds candles, \$22 50; 1 gross matches, \$1		23 50	459 78
	½ gallon lard oil, 62 cents; 180 pounds sperm candles, \$112 50		113 12	
John Leizsare	29½ barrels of charcoal, at 30 cents per barrel.....		8 85	136 62
	654 bushels of charcoal, at 10 cents per bushel.....		65 40	
Austin Hardin.....	15 barrels of charcoal.....			74 25
George Parsley.....	75 bushels of charcoal, at 10 cents a bushel.....			3 37
				7 50
	Total for fuel and light			2,193 30
	<i>Miscellaneous.</i>			
John Hoover.....	24 salt sacks, at 20 cents each			4 80
Samuel Key	Hauling and cleaning matting.....			7 00
A. Steele	1 copy of "Chief of the Pilgrims"			2 50
Wm. Cook.....	Conveying specie from treasury			1 00
N. Y. & Wash. Print. Tel. Co.....	Despatches sent and received, (7 vouchers).....			186 67
Magnetic Telegraph Co.....	do..... (12 vouchers).....			425 93
American Telegraph Co.....	do..... (5 vouchers).....			30 50
Keller & Pywell	3 months' livery of horse, at \$7 50 per month		22 50	
	Hire of horse, \$2; 3 months' livery of horse at \$7 50, \$22 50.....		24 50	
	3 days' livery, \$1 50; 3 months' livery of horse, at \$7 50, \$22 50.....		24 00	
	Hire of carriage 10 days, \$15; 1 month livery of horse, \$7 50.....		22 50	

STATEMENT—Continued.

To whom paid.	For what object.	Amount.	Total.	Aggregate.
Keller & Pywell—Contin'd.	Hire of carriage 2 days, \$3; 1 month livery of horse, \$7 50 ----- Livery, \$7 50; hire of carriage, \$1; 3 months' livery, \$60 -----	\$10 50 68 50	\$172 50 2 75	
Thomas McGuire ----- Wm. Johnson -----	8 new horse shoes, 2 50; 1 new bolt, 25 cents ----- Scavengers' work for July, August, September, October, and November, 1858, at \$36 66 per month ----- Scavengers' work for December, 1858, January, February, March, April, May, and June, at \$30 per month -----	183 30 210 00		
Fr. Lakemeyer -----	Hire of buggy twice, \$4; livery 1 month, \$17 50 ----- 7 months' livery for horse and carriage, (August, September, October, Novem- ber, December, 1858, January, and February, 1859,) at \$18 per month ----- 1 month livery of horse and carriage, \$18 60; washing horse cover, 50 cents --	21 50 126 00 19 10	393 30	
Wm. A. Fenwick ----- Wm. A. Rapley -----	1 barrel lime, \$1 75; 1 barrel lime delivered, \$1 25 ----- 4 springs and bar bolts, \$2; 3 bolts in 5th wheel, 75 cents ----- 2 bars, new head block, \$4; springing on moulding, 25 cents ----- 4 bolts in perch, 75 cents; altering 5th wheel, 50 cents ----- Plate on top of perch, \$1; altering scheckles and raising body, \$1 ----- Repairing 1 head block and repairing spring bolt ----- Bolt in spring, 25 cents; 4 shoes, \$1 25 ----- 7 shoes, \$2 19; 1 spoke, set tire, and 4 bolts, \$1 75 ----- Springing on moulding, 35 cents; pair of spring locks, \$7 ----- 9 shoes, \$2 91; 1 spoke, 37 cents; set tire and 2 bolts, \$1 25 ----- Fast holders in head lining, 40 cents; shaft bolts, 50 cents; shoes, &c., \$3 87 -- Door glass, $\frac{3}{4}$ thick, \$1 50; altering and glazing up frames, 75 cents -----	2 75 4 25 1 25 2 00 50 1 50 3 94 7 35 4 53 4 77 2 25	166 60 2 40	
Lutz & Beal ----- James T. Jackson -----	Full plated curb-bit, \$4; curb, 50 cents; hitch-rein, 75 cents ----- Repairing wheelbarrow: to 2 slats, 75 cents; 1 slat, 37½ cents ----- Bottom and back, \$1 50; painting and overhauling, 25 cents ----- 1 handle, \$1 50; 2 legs, &c., round, 62½ cents; 2 eye-bolts, 50 cents ----- Stay gudgeon and band, 37½ cents; strap, iron, 12½ cents -----	1 12½ 1 75 2 62½ 50	35 09 5 25	

William T. Hook.....	Repairing hods: 1 handle, 25 cents; 4 uprights, 75 cents.....	1 00	8 25
Edward F. Simpson.....	Making wood hod.....	1 25	8 00
	Repairing carriage.....	-----	
	Store truck, \$5; steel, \$2 50.....	7 50	
	1 safe, 4-inch boiler lined with 3/8-inch chilled iron, with Hall's powder proof lock and a wrought iron box.....	205 00	
	Boxing safe, \$5; freight and wharfage, \$8 10; cartage and labor, \$3.....	16 10	
		-----	228 60
J. S. Topham.....	Repairing harness, (sundry times.) \$3 88; 1 whip thong, 25 cents.....	4 13	
	Patent leather collar, \$3; 1 whip snap, 18 cents; 1 whip thong, 25 cents.....	3 43	
	Strapping collar, 50 cents; 1 collar pad, 38 cents; 12 mail bag straps, \$6.....	6 88	
	Washers for carriage, 25 cents; 14 mail bag straps, \$7.....	7 25	
	1 hame strap and repairing harness, 75 cents; 1 hame strap, 13 cents.....	88	
	Repairing horse collar, \$4; 2 breechen straps, 62 cents; 1 whip thong, 25 cents.....	4 87	
	Repairing old set of harness, \$3; 2 straps, 25 cents; 1 whip thong, 25 cents.....	3 50	
	1 set of new harness, \$45; 1 halter, \$1 50.....	46 50	
	Repairing whip socket, 13 cents; repairing bridle, 25 cents.....	38	
		-----	77 82
W. H. & O. H. Morrison.....	Brightley's Digest, \$12; United States Statutes at Large, 11 vols., \$38 50.....	50 50	
	Attorneys General Opinions, 9 vols.....	27 00	
		-----	77 50
A. Gevekort.....	Covering 3 glass frames of carriage, \$3 75; new apron, \$2 50.....	6 25	
	2 new carpets and covering rockers, \$5 50; repairing leather curtains, 75 cts.....	6 25	
	1 new silk spring curtain.....	1 62	
		-----	14 12
Charles De Selding.....	Taking acknowledgments of Messrs King & Bailey to contract to be used in California.....	2 50	
	Taking affidavit of Postmaster General in reference to suit before the United States court to be used in New York.....	1 00	
		-----	3 50
Luke Madison.....	Hauling 4 loads of dirt from cellar of the Post Office Department August 17.....	2 00	
	Do.....5.....do.....do.....September 6.....	2 50	
	Do.....1.....do.....do.....Sept. 10.....	50	
	Do.....5.....do.....do.....November 1.....	2 50	
	Do.....12.....do.....do.....do.....	6 00	
		-----	13 50
Thomas Young.....	Difference on carriages.....	-----	225 00
C. Wendell.....	500 copies of Postmaster General's overland route, with covers.....	25 00	

STATEMENT—Continued.

To whom paid.	For what object.	Amount.	Total.	Aggregate.
C. Wendell—Continued.	150 copies, each, of letters of Postmaster General and A. H. Campbell.....	\$5 00		
	125 copies of letter of Postmaster General.....	2 00		
	2,000.....do.....on Tehuantepec route.....	18 00	\$50 00	
Selmar Seibert.	Printing—paper of 200 impressions envoys general boundary maps, at \$8.....	10 12½	16 00	
L. J. Middleton.	3 pecks ice daily, December 1 to December 31, 1857, 27 days, at 12½ cts. each.....	49 12½		
	3.....do.....January 1 to June 2, 1858, 131 days, at 12½ cents each.....	11 87		
	5.....do.....June 3 to June 24, 1858, 19 days, at 12½ cents each.....	68 25		
	6.....do.....June 25 to October 8, 1858, 91 days, at 12½ cents each.....	36 00		
	4.....do.....October 9 to December 31, 1858, 72 days, at 12½ cents each.....		175 37	
John Gordon.	Washing 51 dozen towels, at 50 cents per dozen.....	25 50		
	Do.....52.....do.....do.....	26 00		
	Do.....56.....do.....do.....	28 00	79 50	
C. S. Whittlesey.	1 bottle sweet oil, 50 cents; 25 pounds washing soap, \$2; soda, \$3 50.....	6 00		
	5 pounds sperm candles, \$2 50; 25 pounds washing soap, \$2; 1 doz. brooms, \$4.....	8 50		
	2 gross matches, \$1 76; 40 pounds washing soap, \$3 20; ¼ dozen salt bags, \$2.....	6 96		
	6 paste brushes, 75 cents; 2 stove brushes, 75 cents; 2 stove brushes, \$1 12.....	2 62		
	1 paint bucket, 31 cents; 1 quart asphaltum, 75 cts.; 1 quart turpentine, 15 cts.....	1 21		
	1 No. 10 sash tool, 50 cents; ¼ dozen sweeping brushes, \$13 50.....	14 00		
	1 dozen hand scrubs, \$5 28; 28½ pounds castile soap, \$5 13.....	10 41		
	25 pounds soap, \$2; 1 spade and frame, \$1 12.....	3 12	52 82	
Thomas Mason.	Cleaning snow from pavement.....		4 00	
William Emmory.	One copy of Dr. Emmory's poems on Bunker Hill.....		1 00	
Sarah Wells.	Reseating 1 chair.....		1 00	
John Madison.	Hauling 17 loads of coal ashes from cellar, at 50 cents.....	8 50		
	Do.....7.....do.....do.....	3 50		
	Do.....4.....do.....do.....	2 00		
William Craig.	Hauling furniture.....		14 00	
			2 00	

P. C. Sinding.....	1 copy of "History of Scandinavia".....	28 12	2 00
Taylor & Maury.....	75 Congressional Directories, 2d edition.....	6 00	
	4 British Postmaster General's Report, \$3; Directory of Congress, \$3.....	3 00	
	Subscription to British Postal Guide, for years 1858-'59, at \$1 50.....		37 12
John H. Wheeler.....	2 maps of Central America.....		6 00
Adams Express Co.....	Freight on package.....		1 75
Franck Taylor.....	4 American Almanacs, 1859, at \$1 25 each.....	5 00	
	British Almanac and Companion.....	1 50	
	Royal Calendar.....	2 25	
C. Wendell.....	Washington Union (daily) from July 1, 1857, to April 11, 1859, (one copy).....	14 67	
	Washington Union (daily) from July 1, 1858, to April 1, 1859, (two copies).....	9 34	
Duval & Murphy.....	4 shoes toed.....		24 01
Middleton Strobidge & Co.....	1 United States Railroad map.....		1 25
John Livingston.....	1 copy United States Law Register.....		4 00
John C. Rives.....	1 copy Congressional Globe, 35th Congress, 2d session, 2 volumes, $\frac{1}{2}$ Russia bound.....		4 00
George H. Varnell.....	Lettering 4 mail bags on two sides.....	6 00	5 00
	Lettering 24 labels, \$4 80; five gilt Japanned framed signs complete, \$25.....	29 80	
Thomas & Graham.....	One new clip on carriage.....		35 80
Samuel Kirby.....	Coffin and case for Hon. A. V. Brown, late Postmaster General.....	200 00	75
	Lining the coffin with lead, \$25; 75 hacks, at \$4, \$300.....	325 00	
	14 pair of gent's kid gloves, at \$1 25 each.....	17 50	
	66 $\frac{1}{4}$ yards of black silk, at \$1.....	66 25	
	6 packs of crape, at \$5, \$30; 8 packs ribbons, at \$2.....	32 00	
	10 pairs of common silk gloves, \$5; 36 pairs of fine gloves, \$36.....	41 00	
	Winding sheet, \$10; 31 $\frac{1}{2}$ yards white silk, at \$1, \$31 12.....	41 12	
	Silver breast plate, \$25; hearse and horses, \$20.....	45 00	
	The use of the palls, \$20; 6 carriers, at \$2 each, \$12.....	32 00	
	Moving the corpse to the President's house.....	10 00	
	Opening the vault twice, \$5; attendance \$20.....	25 00	
	Hearse and hacks to move corpse to the steamboat.....	15 00	
	Hands and attendance.....	15 00	
	Total for miscellaneous.....	864 87	

\$3,483 57

STATEMENT—Continued.

To whom paid.	For what object.	Amount.	Total.	Aggregate.
	<i>Day watchman.</i>			
James Fogerty	Services as day watchman for the whole year	-----	\$600 00	\$600 00
	Total for day watchman	-----	-----	-----
	<i>Post office building, furniture, &c.</i>			
Geo. R. Smith	Engraving of President Buchanan	-----	20 00	
Chas. Keller	Sweeping all the chimnies	-----	23 50	
Henry Fendner	2 baskets, at \$1 25, \$2 50; 2 baskets, at \$2 75; 2 baskets, at \$3 25	-----	8 50	
William Fendner	Large willow basket for dead letters, \$2	\$2 00		
	2 large willow baskets for dead letters, at \$1 62½ each	2 25		
	2 small willow baskets for dead letters, at \$1 12½	2 25		
	4 small willow baskets, at 75 cents each	3 00		
		-----	10 50	
Baldwin Brothers	1,000 filing boards, at 3 cents each	-----	30 00	
John Gordon	Washing 51½ dozen towels, at 50 cents per dozen	-----	25 75	
G. Snowden	Whitewashing 6 rooms, at \$3 each, \$18; mending and plastering, \$2	-----	20 00	
James H. Woodfall	Repairing 25 fire places, materials and labor included	-----	37 15	
Francis Lamb	2 gilt frames, \$1 50; 1 ord. and glass, \$5 50; cord and tassels, \$1 25	8 25		
	2 small gilt frames, \$2; ord. oval, \$2 50; ord. frames, \$27 50	32 00		
	Cord and hanging pictures	1 50		
		-----	41 75	
Sam'l Bacon & Co	25 pounds of soap, at 8 cents per pound	-----	2 00	
E. H. King	Mahogany chair, \$9; repairing 3 chairs, \$2 50; making 1 pine case, \$7	18 50		
	Making cane seat for chair and altering frame	3 00		
	Cutting out petitions, \$1; making 2 foot stools, \$2 50	3 50		
	Making stand for desk, \$1 25; repairing and varnishing chair, \$1	2 25		
	Making 2 foot stools, \$1 50; repairing 1 chair, \$1	2 50		
	Making 1 pine case, \$30; one mahogany case, \$25	55 00		
		-----	84 75	
Sarah Wells	Repairing 2 chairs, \$2 50; putting seat in chair, \$1 50	4 00		

John Reese.....	Reseating and lining 1 chair, \$1 62; reseating 1 other chair, \$1.....	2 62	9 62
	Repairing arm-chairs, \$1 25; repairing cane-seat chair, \$1 75.....	3 00	
William Poulton.....	1 portable drop-light, \$7; repairing gas pipes, \$2.....	9 00	10 00
	1 cork ferrule, $\frac{1}{2}$ day gas fitter and help, \$1.....	1 00	3 31
John Reese.....	4 buckets, at 75 cents, \$3; repairing bucket, 31 cents.....		
	36 feet of gas pipe, \$9; 9 fittings, \$2 25.....	11 25	
Charles Stott.....	3 $\frac{1}{2}$ days time of gas fitter and help repairing, altering pipe and fixtures, at \$4 each.....	14 00	25 25
	9 ounces of sponge.....		1 00
McGregor & Co.....	2 buckets, at 88 cents each.....		1 76
James Wilson, by James N. Callan.....	Oil of vitriol, 50 cents; 2 bottles sweet oil, \$1 50; brushes, 37 cents; vermillion, 25 cents.....		2 62
	Putting new caneseat in one chair.....		62
Elizabeth Moran.....	1 large screwdriver, at 44 cents; 1 small screwdriver, at 20 cents; 1 tape measure, at 75 cents.....		1 39
	Repairing one clock.....		3 00
Wm. W. Farr.....	Hauling 2 loads of carpet to the commons and back.....		4 00
	2 cast steel rakes, at \$2 50; 1 wrought iron rake, at \$1 50.....		4 00
David Peck.....	1 ice pitcher.....		10 00
Edward T. Simpson.....	Draping building in mourning for Postmaster General.....		15 00
M. W. Galt.....	Mahogany case, with doors, pigeon-holes, and ledger spaces.....		20 00
L. F. Clark.....	3 chains on water coolers, at \$3; 3 painted water buckets, at \$3 50.....	6 50	
Anthony Buckley.....	Repairing cooler top, at 25 cents; cleaning off roof and valley, at \$7.....	7 25	
W. H. Harrover.....	Overhauling pipes, at \$2 25; 176 pounds pipe, at 18 cents, \$31 68; charcoal, at 75 cents.....	34 68	
	5 large elbows, at \$2 50; 3 large elbows, at 75 cents; 4 days, 1 hand, at \$2 25, \$11.....	14 25	
	2 days' help, at \$2 50; 12 pounds solder, at \$4 20; repairing burnt cylinder, at \$3 25.....	9 95	
	Cleaning out 5 furnaces and cementing joints.....	17 50	
	Putting up brickwork and pipes.....	1 50	
	2 hands 1 $\frac{1}{2}$ day cleaning out furnaces.....	7 50	
	2 hands $\frac{1}{2}$ day cleaning out tanks, at \$7 50; cementing roof, at \$2 25.....	9 75	
	Bale on bucket, 13 cents; graphite, 25 cents; altering and putting up fire-board, at \$1.....	1 38	

STATEMENT—Continued.

To whom paid	For what object.	Amount.	Total.	Aggregate.
W. H. Harrover—Contin'd.	Repairing grate basket, \$3 50; repairing cock in lead pipes, at \$2 25----- 2 hands removing stove, \$1; large sheet iron air-tight, at \$7----- 2 hands, Franklin, \$8; time bricking and putting up Franklin, at \$4 50----- Altering fire-board, 75 cents; putting up stove, \$1; sheet tin, at 25 cents----- Sheet iron fender, \$1 75; 2 No 3 registers, at \$4 75, \$9 50; repairing do, \$2 25----- 7 pounds zinc, \$1 26; sheet iron blower, \$1 25; coal hod, \$1 25----- Shovel and tongs, \$1 75; 1 fender, \$3 50; 1 pair andirons, \$1 75----- Repairing furnace flues, \$8 50; 1 wire fender, \$3 50----- Old Franklin, \$8; setting do., \$4; Russia iron fender, \$2----- Shovel and tongs, \$1 75; sheet screen, \$4 62----- Repairing bucket, 13 cents; 1 coal hod, \$1 37----- Cleaning stove, 75 cts; fitting up, \$1; pipe, 75 cts.; 3 circular fire-brick, 50 cts.- Repairing air-tight stoves and putting on bottoms----- 12 fire-brick, 75 cents; 2 hands repairing furnace, \$8 25----- Repairing pitcher, 25 cents; new bottom on ice pitcher and cleaning, \$1----- Wrought iron basket and putting in-----	\$5 75 8 00 12 50 2 00 13 50 3 76 7 00 12 90 14 00 6 37 1 50 3 00 5 25 9 00 1 25 6 50	\$221 64	
Charles H. Kreamer -----	Shelves and counter, \$5; shelves in closet, \$3 50----- Addition to closet, \$3; repairing table, \$1 50; 1 yard oil-cloth, 75 cents----- Repairing shutters, 75 cents; repairing 2 locks, 50 cents; repairing case No. 10, 75 cents----- Repairing case No. 9, \$1 25; repairing step-ladder, 50 cents; repairing shutter, 75 cents----- Making desk top, \$3 50; two book boards, \$1----- Repairing and covering desk, \$2 50; 2 yards oil-cloth, \$1 50; repairing clock, 75 cents----- Repairing case, \$4 50; making step ladder, \$3 50; hanging 2 maps, \$1 25----- Repairing case, \$1 25; repairing do., 25 cents; repairing do., \$1----- Repairing 3 windows, \$1 50; step-ladder, \$1 75; 4 yards oil-cloth, \$3----- Repairing and covering desk, \$1 50; covering desk, \$1; covering 3 desks, \$2 50----- 380 feet of shelving, \$38; uprights and shelves, \$3 50-----	8 50 5 25 2 00 2 50 4 50 4 75 9 25 2 50 6 25 5 00 41 50		

5½ yards oil-cloth, \$4 12½; 4 rulers, \$1 25; 1 pound candles, 62½ cents-----	6 00
2 frames for maps, 75 cents; hanging maps, 75 cents-----	1 50
Furnishing 13 wood boxes, \$39; 1¾ yard blue cloth, \$4 69-----	43 69
Covering desk, \$1; repairing window, 50 cents; 2 doors 50 cents-----	2 00
Hatchet handle, 25 cents; repairing privy door, 75 cents; wood box, \$3 50-----	4 50
2 wood boxes and painting same, \$7; painting 12 boxes, \$6-----	13 00
Stretching frame, 75 cents; 2 screens, \$9 50; shelves in case, \$1 75-----	12 00
Set of casters and frame for chair, \$1 50; making 2 sign boards, \$2-----	3 50
Making and painting wood box, \$3 25; back and sides to table, \$1 50-----	4 75
Putting springs to back door-----	1 44
Set of rollers on chair, \$1; repairing screen and list to door, \$1 50-----	2 50
Making stand for press, \$6; repairing front door, \$2 50-----	8 50
Hanging front door and cords, \$1 50; springs to back door, \$2 50-----	4 00
Stool, 75 cents; repairing chair, 75 cents; easing door, 50 cents-----	2 00
Work under archway, \$2 50; cords to front door, 75 cents-----	3 25
3 bag-racks in opening room, \$18; repairing chair, 50 cents-----	18 50
2 yards cloth, \$5; covering desk, \$1 25; cleaning and varnishing desk, \$1 25-----	7 50
Cords to front door, \$1; putting shelves in case, \$2 25-----	3 25
2 locks 75 cents; 1 pair hinges, 40 cents; repairs in cellar, \$2-----	3 15
Putting on lock and easing door, 50 cents; repairing window shutters, 75 cents-----	1 25
Repairs to table, \$2 25; putting 2 locks to drawers, \$1-----	3 25
Cleaning and varnishing desk, \$1 50; fitting keys, \$2-----	3 50
Drawer in table, \$1 50; making case and table, \$15-----	16 50
3 coats varnish to case and table, \$1 50; drawer in desk and lock, \$3 75-----	5 25
Putting on 3 locks and easing case doors, \$3; locks, \$1-----	4 00
Shelves in cupboard, \$1 25; desk lock, with 3 keys, \$1-----	2 25
Taking shelves out and putting on hooks, \$1; picking lock and furnishing key, \$1 50-----	2 50
Partitioning room and putting up racks-----	26 00
Covering, cleaning, and varnishing desk, \$2 75; repairing 3 doors, \$1-----	3 75
3 locks and repairing desk, \$1 50; furnishing and putting on lock, \$1-----	2 50
Repairing cases, \$3; hanging blinds, 50 cents; knobs and handle to cork-screw, 50 cents-----	4 00
Covering, cleaning, and varnishing desk, \$2 50; varnishing 1 desk, \$1 25-----	3 75
Repairing, cleaning, and covering desk, \$2 25; tills in drawer, \$1-----	3 25
Repairing, cleaning, varnishing, and covering desk-----	3 50
Covering, cleaning, and varnishing desk, \$2 50; 1 case, \$14-----	16 50
Varnishing door and painting, \$11; hanging 2 sashes and hatchet handle, \$1 75-----	12 75
Repairing chair, \$1 50; repairing case and taking off top, 75 cents-----	2 25

STATEMENT—Continued.

To whom paid.	For what object.	Amount.	Total.	Aggregate.
Chas. H. Kreamer—Cont'd.	Case, putting shelves and uprights, \$2; set of casters to desk, \$1 25.....	\$3 25		
	Cutting chairs and putting on casters, \$2 50; lock to drawer, 50 cents	3 00		
	Covering 2 desks, \$2; easing door and putting on lock, \$2	4 00		
	Covering desk, \$1; bag-rack, \$5 50; repairing cases, 75 cents	7 25		
	Repairing 2 doors, 50 cents; back and sides to table, \$1 75	2 25		
	Key and knob to drawer, 50 cents; fastening to door in cellar, 50 cents	1 00		
	Cleaning and varnishing 2 desks, \$2; easing door, 25 cents	2 25		
	1 case, \$22; 1 do., \$11; repairing doors, \$1 25; repairing drawers, 50 cents..	34 75		
	Water-boards to 6 windows, \$6; hanging windows, \$1 75	7 75		
	Putting up awning and rack, \$2; easing 4 doors, \$1	3 00		
			\$422 28	
John Loeliger.....	Opening lock and furnishing key, 37½ cents; 1 patent lock, 37½ cents.....	75		
	9 new keys, \$3 37½; repairing lock and furnishing key, 62½ cents	4 00		
	Repairing spring-stamp, \$1 25; opening lock, 37½ cents	1 62½		
	Repairing copying-press, \$2; cast iron bed for do., \$4	6 00		
	2 keys and repairing lock, 87 cents; 1 key for closet and repairing lock, 37½ cents.....	1 24½		
	Repairing other lock, 75 cents; repairing hand-press, \$1	1 75		
	Opening a lock, 15 cents; repairing 3 locks, 62½ cents; 10 new keys for closet, \$3 75	4 52		
	Changing of the same 8 locks, \$1; 1 lock, 75 cents; 1 key, 37½ cents	2 12		
	Repairing of a lock, 12½ cents; 1 hook and catcher for closet, 37½ cents	50		
			22 51	
Anthony Buckley	Making case, with mahogany ends and front, with 16 pigeon-holes	7 00		
	Making mahogany cloak and hat rack, with 4 brass hooks, and putting it up...	2 00		
	Mahogany pedestal end table	75 00		
	Putting new cane seat in chair	62		
	Covering chair with enamelled canvas, 25 cents; wagon hire, 25 cents	50		
	Taking cloth and mouldings off small desk, and putting on cloth and moulding-	75		
	Rubbing down and varnishing table with 2 coats of varnish	1 75		
	Furnishing cover and covering table, putting on moulding, &c.	2 50		
	Wagon hire, 50 cents; mahogany enclosed movable book-stand, \$25	25 50		

George H. Varnell	Furnishing socket casters for chair, and putting them on	1 25	248 49
	Furnishing cover for, covering same, putting on mouldings, &c.....	2 50	
	Fixing 2 cases to set on table by putting new ends, cutting case, &c., at \$1 75..	3 50	
	Varnishing the two cases, \$1; putting lock on money-drawer, \$2 75	3 75	
	Repairing chair, 50 cents; lock for case, 75 cents	1 25	
	Altering case by putting in 8 divisions, with cleats, grooves, &c.....	2 00	
	Making cherry box frame for seat of chair.....	2 50	
	Putting in cane seat, 62 cents; mahogany case for table, \$35	35 62	
	Mahogany portable desk, covered and with mouldings.....	3 75	
	Mahogany table, covered with blue cloth, casters, ferrules, and case for same ..	75	
	Mahogany brass books, and putting them up	1 75	
L. F. Clark.....	Glass and glazing 1 light, 25 by 30, \$4; glass and glazing 1 light, 20 by 28, \$3 50.....	7 50	66 49
	Painting rooms, 16 by 17, also all desks, cases, iron safe, &c., in the same, and the desks and safe in dead letter offices.....	45 00	
	Glass and glazing 1 light, 10 by 20, 75 cents; glass and glazing 1 light, 14 by 22, \$1 25.....	2 00	
	Glass and glazing 1 light, 14 by 24, \$1 62; glass and glazing 3 lights, 10 by 14, at 33 cents, \$1.....	2 62	
	Glass and glazing 5 lights, 16 by 18, at \$1, \$5; glass and glazing 1 light, 10 by 10, 37½ cents	5 37	
	Painting 2 mail-bags three coats of paint, and 1 varnishing and lettering.....	4 00	
	Repairing in Second Assistant's room, \$1; hanging 2 awnings, \$1.....	2 00	
	Fire-board, \$4; repairing blind in First Assistant's room, \$1; brass blind hooks, 50 cents.....	5 50	
	40 pieces paper, \$15; hanging same, \$10; hanging curtains in Postmaster General's room, \$2.....	27 00	
	5 pieces border, \$3 75; hanging same, \$2 50.....	6 25	
	Preparing walls of two rooms, \$9; cutting, making, and laying 90½ yards tapestry carpet, at 15 cents per yard, \$13 57; 1 pound best thread, \$1 25 ..	23 82	152 64
	Cutting, making, and laying carpet for First Assistant's room	15 00	
	Laying carpets in 10 rooms, \$25; repairing and laying cocoa matting, \$8.....	33 00	
	Repairing 3 venetian blinds, \$3; fixing and laying carpet in room, \$3 50	6 50	
	Making 101 yards carpet, \$15 22; 1 pound best carpet thread, \$1.....	16 22	
	Repairing blinds in two rooms, \$1 50; taking down five window awnings, \$2 50..	4 00	
	Making 64½ yards velvet carpet, \$12 85; thread for same, 50 cents.....	13 35	

STATEMENT—Continued.

To whom paid.	For what object.	Amount.	Total.	Aggregate.
Barnes & Mitchell.....	90 $\frac{3}{4}$ yards tapestry Brussels carpet, \$113 44; 7 yards oil-cloth, \$8 75..... 73 $\frac{1}{2}$ yards velvet carpet, \$137 81; $\frac{1}{3}$ yard velvet carpet, 63 cents.....	\$122 19 138 44	\$260 63	
Hoe Brother & Co.....	6 $\frac{7}{8}$ yards oil-cloth, \$8 48; 65 $\frac{5}{8}$ yards velvet carpet, \$114 85..... 102 yards Brussels carpet, \$127 50; 1 velvet rug, \$12; 1 velvet rug, \$13.....	123 33 152 50	275 83	
Samuel Kirby.....	Repairing and painting a bookcase, \$10; fitting a key to locks, 50 cents..... Cartage to and from shop, \$1; repairing 2 chairs, \$2..... Making leather cushion for chair, \$3 50; a small table, \$7.....	10 50 3 00 10 50	24 00	
G. M. Wight.....	1 revolving chair \$20; 1 extra cane-seat chair, \$2; 1 office chair \$4 50..... 2 morocco cushions, \$6; 3 new fire-screens, \$21..... Recovering 3 old screens, \$8 50; covering and repairing screens, \$6..... 1 set socket casters, \$1; 1 morocco cushion, \$3; 1 revolving chair, \$5.....	26 50 27 00 14 50 9 00	77 00	
J. L. Savage.....	$\frac{1}{2}$ dozen double dusters, \$4 50; 2 feather dusters, \$4 50..... 1 knife, 50 cents; 4 paper baskets—3 at 75 cents and 1 at \$1—\$2 25; 1 trap, 15 cents..... 3 feather dusters, \$3 75; 3 double dusters, \$3; tacks, 5 cents.....	9 00 3 90 6 80	19 70	
Wm. R. Riley.....	1 dozen towels, \$3 50; 12 brown linen towels, \$3..... 35 yards towelling, \$13 13; 10 pieces Italian crape, \$45..... 1 piece galloon, 25 cents; 257 yards black cambric, \$25 70..... 2 $\frac{1}{2}$ yards linen, \$1 88; 7 yards cotton, \$1 05.....	6 50 58 13 25 95 2 93	93 51	
E. Tucker & Co.....	1 wire fender and sheet iron bottom, \$4 50; $\frac{1}{2}$ dozen tacks, 53 cents..... 1 pair polished tongs and shovels, \$3; 1 large pair bronze andirons, \$2 50..... 2 screwdrivers—each 25 and 50 cents—75 cents; 1 pair shovel and tongs, \$1.... 2 pair shovel and tongs, \$2 50; 1 pair shovel and tongs, \$2 50.....	5 03 5 50 1 75 5 00	17 28	
J. W. Thompson & Brother..	2 pounds iron pipe, 32 cents; 1 sheet tin elbow, \$1 50..... Tinner's time cleaning and repairing furnaces, pipes, &c.....	1 82 2 50		

\$2,487 44

Charles S. Fowler.....	Bricklayer's and laborer's time cleaning out furnaces, 2½ days, at \$4 per day....	9 00	40 07
	Cast iron water pan for furnace and fittings.....	2 25	
	2 pillars and tube, \$13; 2 dome shades and mica frames, \$2.....	15 00	
	Repairing leaks and broken pipe, \$1; dome shade and mica frame, \$1.....	2 00	
	1 side reading lamp and tube 10 feet long.....	7 50	
	½ dozen tumblers, 75 cents; ½ dozen Hab. tumblers, \$1; 1 rock pitcher, 50 cents....	2 25	
	¾ dozen yellow sponge holders, 34 cents; 3 cream-colored sponge holders, 18 cts....	52	
	1 French blue ewer and basin, \$1 25; 1 marbled ewer and basin, 75 cents.....	2 00	
	1 white ground pitcher, 87 cents; 1 covered pitcher, \$3 50; 1 blue ewer and basin, \$1 25.....	5 62	
	1 blue soap dish, 62 cents; 6 rock mugs, 54 cents.....	1 16	
H. Richey	½ dozen yellow cups, 31 cents; 2 spittoons, \$1 50; 1 dozen tumblers, \$1 75.....	3 56	37 50
	1 rock covered pitcher, \$1 25; white ground band pitcher, \$2 50.....	3 75	
	1 white ground ewer and basin, \$1 25; 1 French china pitcher, \$2.....	3 25	
	3 mugs, 75 cents; 3 cream-colored mugs, 45 cents; 2 glass mugs, 25 cents.....	1 45	
	6 rock mugs, 48 cents; 1 ewer and basin, \$1 50; 1 soap dish, 62 cents.....	2 60	
	2 mugs, 30 cents; 1 cream-colored bowl, 38 cents; 1 plated ice pitcher, \$10....	10 68	
	2 cut crystal tumblers.....	66	
	2 lights of glass in street lamps.....	75	
	18 lights of glass in street lamps, \$9; repairing 3 lamps, \$2 50.....	11 50	
	2 street lamps and putting up, at \$9 each, \$18.....	18 00	
C. S. Whittlesey.....	52 pounds soap, \$4 16; 232 pounds soda, \$9 28; 31 pounds castile soap, \$6 20....	19 64	30 25
	6 small pitchers, 75 cents; 11 salt bags, \$3 63; 4 feather dusters, \$8.....	12 38	
	½ dozen patent water buckets.....	1 87	
	10 pounds common soap, 80 cents; 2 pounds sponge, \$2 50; 1 dozen salt bags, \$4.....	7 30	
	1 flat camels' hair brush, 56 cents; 2 pounds oil of vitriol, 24 cents.....	80	
	2 feather dusters, \$4; ½ dozen scrubbing brushes, \$2 64.....	6 64	
	1 asphaltum brush, \$1 25; 1 paint brush, 37 cents.....	1 62	
	3 pints asphaltum varnish, 94 cents; 1 chamois skin, 63 cents.....	1 57	
	1 plate brush, 31 cents; 1 pound whitening, 6 cents; 1 penknife, \$1 50.....	1 87	
	5 No. 1 paste brushes, \$1 25; 52 pounds soda, \$2 08; 1 dozen pieces sponge, 45 cts. 3 chamois skins, \$1 68; 1 dozen pieces sponge, \$3.....	3 78	
Total of Post Office building, furniture, &c.....		4 68	62 15

STATEMENT—Continued.

To whom paid.	For what object.	Amount.	Total.	Aggregate.
	<i>Furniture and incidentals of new building.</i>			
Charles W. Shafer.....	Temporary laborer from April 1 to May 31, 1858.....	-----	\$91 50	
S. H. Taylor.....	Temporary laborer from 1st to 30th June, 1858—26 working days—at \$1 50 per day.....	\$39 00		
	Permanent laborer for whole year from August 1, 1858, to June 30, 1859.....	600 00		
			639 00	
T. C. Weisiger.....	Permanent laborer from July 2 to September 30, 1858, inclusive.....	148 37		
	Permanent laborer from October 1, 1858, to June 30, 1859, inclusive.....	450 00		
			598 37	
R. W. Clark.....	Permanent laborer from July 2 to September 30, inclusive, 1858.....	148 37		
	Permanent laborer from October 1, 1858, to June 30, 1859, inclusive.....	450 00		
			598 37	
Solomon J. Fague.....	Watchman from November 8 to December 31, 1859.....	88 04		
	Watchman from January 1 to May 15, inclusive.....	223 96		
			312 00	
T. Bastianelli.....	Permanent laborer from April 1 to May 10, 1859, inclusive.....	-----	115 93	
Samuel L. King.....	Permanent laborer from May 18 to June 30, 1859, inclusive.....	-----	72 53	
Robert A. Griffin.....	Watchman from May 18 to June 30, 1859, inclusive.....	-----	72 53	
J. S. Harvey & Co.....	10 tons white ash coal, \$65; 1½ ton white ash coal, \$11 37.....	-----	76 37	
W. H. Harrover.....	Repairing water bucket, 13 cents; 2 water buckets, \$3.....	3 13		
	1 cooler, \$6; 2 water buckets, \$3; ½ dozen spittoons, \$15.....	24 00		
	2 hands removing stove and bricking flue.....	4 50		
	197 pounds pipe, at 18 cents per pound, \$35 46; 171 pounds pipe, at 25 cents per pound, \$42 75.....	78 21		
	24 elbows, at 25 cents each, \$6; 51 pound zinc, at 18 cents per pound, \$9 27.....	15 27		
	Cleaning out furnace, \$6 25; cleaning out and pointing up, \$5 50.....	11 75		
	Cleaning out flue, \$1 25; ½ day (2 hands) changing pipe, \$3.....	4 25		
	Time taking out pipe and cleaning flue, \$1 25; new ash-pan, \$1 75.....	3 00		
	Wrought basket for grate, \$5 50; wrought half basket, \$3.....	8 50		
	Varnishing 2 grates, \$1 50; 2 sheet iron air-tights, \$14.....	15 50		
	Time putting up 2 stove pipes, \$4; drum stove, \$14.....	18 00		

3/4 day (2 hands) changing pipe, \$4; time putting up same, \$2 50.....	6 50	
1 upright, 88 cents; repairing furnace poker, 50 cents; repairing blower, 50 cts -	1 88	
Putting grate in furnace.....	1 50	
Time putting up and changing flue, \$3; lining Franklin, \$3 75.....	6 75	
2 hands changing flue, \$5 25; putting in grate, \$3 75.....	9 00	
(chimney cap, \$7; putting up, \$2; 1/2 day (2 hands) cleaning out furnace, \$3.....	12 00	
1 cast air-tight stove, \$12; 1 sheet ditto, \$8.....	20 00	
Putting in 2 grates, at \$1 and \$2 each, \$3; new mica, 75 cents; new clamps, \$1 50.....	5 25	
Drilling grate, 50 cents; repairing brickwork in furnace \$1.....	1 50	
Taking down and putting up grate, \$4 50; zinc on carpet, \$3 25; 1 shovel, \$1 31.....	9 06	
Repairing and moving furnace, \$8; new elbow, 62 cents; repairing furnace, \$1 25.....	9 87	
Stove, \$7 50; 82 pounds Russia pipe, at 25 cents per pound, \$20 50; 5 elbows, \$1 25.....	29 25	
28 pounds zinc, \$5 15; 1 prop, \$1; bricking up, \$1.....	7 15	
Russia iron flue top and putting up, \$3 50; air-tight stove, \$8.....	11 50	
Cleaning out pipe, \$1 25; taking out register and altering flue, \$2 75.....	4 00	321 32
16 yards tapestry Brussels carpet, \$91 50; 92 1/2 yards Brussels carpet, \$138 75.....	230 25	
15 7/8 yards Brussels carpet, \$19 83; 1 superfine rug, \$12; 1 superfine rug, (wide,) \$15.....	46 83	
2 3/4 yards oil-cloth, \$3 33; 2 3/4 yards oil-cloth, \$3 33; 45 yards cocoa matting, \$33 75.....	40 41	317 49
1 high revolving chair, \$19; 1 revolving chair, \$4 50; repairing office chair, \$1.....	24 50	
2 mahogany office tables, \$40; 3 revolving chairs, \$30.....	70 00	
1 oak revolving chair, \$10; 1 walnut ditto, \$10.....	20 00	
6 cane-seat chairs, \$18; 1 office chair, \$7; 1 oak desk, \$33.....	58 00	
1 walnut revolving chair, \$6; 1 mahogany desk, \$50.....	56 00	
70 tons white ash coal, including stowing in vault and extra labor, at \$5 per ton.....	-----	228 50
1 large partition case, books, and vouchers for the office of Third Assistant Postmaster General, \$75; 1 step-ladder for same, \$4.....	-----	357 00
Hauling 19 loads ashes from Post Office building, at 50 cents each.....	-----	79 00
1 air-tight stove, \$8; 48 pounds Russia iron pipe, \$12.....	20 00	9 50
16 pounds zinc, \$2 88; 1 poker, 31 cents; saucepan, 25 cents; cup, 6 cents.....	3 50	
Cutting and laying zinc, 50 cents; repairing bucket, 18 cents.....	68	24 18
Barnes & Mitchell.....		
G. M. Wight.....		
McKnew & Marlow.....		
French S. Johnston.....		
John Madison.....		
H. Richey.....		

STATEMENT—Continued.

To whom paid.	For what object.	Amount.	Total.	Aggregate.
G. M. Wight.....	Recovering arm-chair with hair-cloth, \$4 50; 1 arm-chair, \$1.....	\$5 50		
	Repairing and varnishing 3 chairs, \$3; 1 large new chair seat, \$2.....	5 00		
	Repairing and varnishing 3 chairs, \$3; 1 cane-seat for chair, \$1.....	4 00		
	Oak and other revolving chairs, \$20; 2 ditto, at \$5 each, \$10.....	30 00		
	Repairing and making 2 chair seats, \$2 50; repairing 1 chair, \$1.....	3 50		
	Recovering chair seat and fixing cover, \$1; repairing table, \$1 50.....	2 50		
	2 large solid mahogany doors, \$11; repairing 1 arm-chair, \$1.....	12 00		
	Repairing plush suite and cartage, \$7 50; large mahogany sofa, \$48.....	55 50		
	29 yards silk gimp, at 9 cents, \$2 61; repairing and varnishing fire-screen, \$1.....	3 61		
	1 large cherry bookcase, \$90; putting on set brass casters, \$1 25.....	91 25		
	1 walnut washstand, lined with zinc.....	14 00		
	Frame and brass rollers for chair, \$2 50; repairing 1 revolving chair, \$1.....	3 50		
	Repairing 6 mahogany chair frames, rollers, (new sets).....	18 00		
	1 walnut bookcase, \$58; set of brass socket casters, \$1 25.....	59 25		
	2 chair frames, rollers, and new seats, \$5; 1 mahogany table, \$9.....	14 00		
	Chair and socket casters, \$1 25; 1 marble-top washstand, \$20.....	21 25		
	Repairing 2 high-back chairs, \$7; 1 walnut table-desk, \$38.....	45 00		
	5 leather cushions, at \$3 25 each.....	16 25		
	Repairing 4 office chairs, \$4; repairing 1 ditto, 50 cents.....	4 50		
	4 leather cushions, \$12; 2 window curtains and fixtures, \$8.....	20 00		
	1 cane seat and back to office chairs, 1 at \$7 and \$1 at \$6.....	13 00		
	Repairing fire-screen, \$1 50; repairing 2 ditto, \$2 50.....	4 00		
	Covering fire-screen, \$3 75; 1 walnut bookcase, \$40.....	43 75		
	Putting up curtains and fixtures, \$5; 1 step-ladder, \$2 50.....	7 50		
	1 walnut screen lined with damask.....	7 00		
	Moving tables and chairs for Governor Brown.....	1 50		
	Repairing table and chairs, \$5; recovering table with broadcloth, \$6.....	11 00		
	1 extra large revolving chair, \$18; repairing mahogany chairs and new seat, \$2.....	20 00		
	Covering 2 chairs, \$2; 1 large mahogany secretary bookcase, \$100.....	102 00		
	4 patent locks, \$5, 1 mahogany desk, \$40.....	45 00		
	Frame for desk, \$4; high revolving chair, \$6 50.....	10 50		
	1 mahogany case, \$22; recording arm-chair with hair-cloth, \$4 50.....	26 50		

Repairing and varnishing arm-chair, \$1; 5 chairs covered and cane seat and varnished, \$6.....	7 00	\$727 36	
Total for furniture and incidentals of new building.....	-----	-----	\$4,640 95
Aggregate	-----	-----	<u>18,949 57</u>

RECAPITULATION.

Blank books, binding, and stationery.....	\$5,462 98
Newspapers and periodicals	81 33
Fuel and light	2,193 30
Miscellaneous items.....	3,483 57
Day watchman.....	600 00
Post Office building and furniture	2,487 44
Furniture and incidentals of new building.....	4,640 95
Total expenses from contingent fund of Post Office Department.....	<u>18,949 57</u>

Feet	Inches	Centimeters
40	0	101.6
40	1	102.5
40	2	103.3
40	3	104.1
40	4	104.9
40	5	105.7
40	6	106.5
40	7	107.3
40	8	108.1
40	9	108.9
40	10	109.7
40	11	110.5
40	12	111.3
41	0	113.0
41	1	113.8
41	2	114.6
41	3	115.4
41	4	116.2
41	5	117.0
41	6	117.8
41	7	118.6
41	8	119.4
41	9	120.2
41	10	121.0
41	11	121.8
41	12	122.6
42	0	124.5
42	1	125.3
42	2	126.1
42	3	126.9
42	4	127.7
42	5	128.5
42	6	129.3
42	7	130.1
42	8	130.9
42	9	131.7
42	10	132.5
42	11	133.3
42	12	134.1
43	0	136.0
43	1	136.8
43	2	137.6
43	3	138.4
43	4	139.2
43	5	140.0
43	6	140.8
43	7	141.6
43	8	142.4
43	9	143.2
43	10	144.0
43	11	144.8
43	12	145.6
44	0	147.5
44	1	148.3
44	2	149.1
44	3	149.9
44	4	150.7
44	5	151.5
44	6	152.3
44	7	153.1
44	8	153.9
44	9	154.7
44	10	155.5
44	11	156.3
44	12	157.1
45	0	158.8
45	1	159.6
45	2	160.4
45	3	161.2
45	4	162.0
45	5	162.8
45	6	163.6
45	7	164.4
45	8	165.2
45	9	166.0
45	10	166.8
45	11	167.6
45	12	168.4
46	0	170.2
46	1	171.0
46	2	171.8
46	3	172.6
46	4	173.4
46	5	174.2
46	6	175.0
46	7	175.8
46	8	176.6
46	9	177.4
46	10	178.2
46	11	179.0
46	12	179.8
47	0	181.6
47	1	182.4
47	2	183.2
47	3	184.0
47	4	184.8
47	5	185.6
47	6	186.4
47	7	187.2
47	8	188.0
47	9	188.8
47	10	189.6
47	11	190.4
47	12	191.2
48	0	193.0
48	1	193.8
48	2	194.6
48	3	195.4
48	4	196.2
48	5	197.0
48	6	197.8
48	7	198.6
48	8	199.4
48	9	200.2
48	10	201.0
48	11	201.8
48	12	202.6
49	0	204.5
49	1	205.3
49	2	206.1
49	3	206.9
49	4	207.7
49	5	208.5
49	6	209.3
49	7	210.1
49	8	210.9
49	9	211.7
49	10	212.5
49	11	213.3
49	12	214.1
50	0	215.9
50	1	216.7
50	2	217.5
50	3	218.3
50	4	219.1
50	5	219.9
50	6	220.7
50	7	221.5
50	8	222.3
50	9	223.1
50	10	223.9
50	11	224.7
50	12	225.5

CONVERSION

Feet and inches are the units of measurement used in the United States and England. The metric system, which uses meters and centimeters, is used in most other countries. This table gives the conversion between the two systems. To convert feet and inches to centimeters, multiply the number of feet by 30.48 and the number of inches by 2.54. To convert centimeters to feet and inches, divide the number of centimeters by 30.48 to get the number of feet, and then divide the remainder by 2.54 to get the number of inches.

CLERKS AND OTHER PERSONS EMPLOYED IN THE POST
OFFICE DEPARTMENT.

LETTER

OF

THE POSTMASTER GENERAL,

TRANSMITTING

A statement of the names and compensation of the clerks and other persons employed in the Post Office Department during the year ending December 31, 1859.

JUNE 13, 1860.—Laid on the table, and ordered to be printed.

POST OFFICE DEPARTMENT, *April 26, 1860.*

SIR: Agreeably to the provisions of the 11th section of the act of Congress approved August 26, 1842, I have the honor to transmit herewith a statement of clerks and other persons employed in this department during the year ending December 31, 1859.

Very respectfully, your obedient servant,

J. HOLT,
Postmaster General.

HON. WILLIAM PENNINGTON,
Speaker of the House of Representatives.

*Statement of all the clerks and other persons employed in the Post Office Department from January 1 to December 31, 1859,
the State whence appointed, the time employed, and the amount paid to each.*

2

CLERKS, ETC., EMPLOYED IN THE

Names.	Office.	Period employed.	Salary per annum.	Amount paid.		State whence appointed.
Benjamin N. Clements.....	Chief clerk.....	Whole year.....	\$2,200 00	\$2,200 00		Tennessee.....
Alexander N. Zevely.....	Clerk class 4.....	January 1 to March 10, 1859, inclusive.....	2,000 00	383 33		North Carolina.....
William Bell.....	do.....	March 11 to Dec. 31, 1859, inclusive.....	2,000 00	1,616 67		Virginia.....
Robert J. Niven.....	Clerk class 3.....	January 1 to March 10, 1859, inclusive.....	1,600 00	306 67		do.....
St. John B. L. Skinner.....	Clerk class 4.....	Whole year.....	1,800 00	1,800 00		Pennsylvania.....
Nicholas Halter.....	do.....	do.....	1,800 00	1,800 00		New York.....
E. L. Childs.....	do.....	do.....	1,800 00	1,800 00		Pennsylvania.....
Henry A. Burr.....	do.....	do.....	1,800 00	1,800 00		New Hampshire.....
Robert A. Lacey.....	do.....	do.....	1,800 00	1,800 00		Connecticut.....
James H. Marr.....	Clerk class 3.....	do.....	1,800 00	1,600 00		Florida.....
R. C. Washington.....	do.....	do.....	1,600 00	1,600 00		Maryland.....
Samuel P. Beach.....	do.....	do.....	1,600 00	1,600 00		Kentucky.....
E. P. Gaines.....	do.....	do.....	1,600 00	1,600 00		New York.....
George Petrie.....	do.....	do.....	1,600 00	1,600 00		Louisiana.....
Martin McMahon.....	do.....	do.....	1,600 00	1,600 00		New York.....
Chancey Smith.....	do.....	do.....	1,600 00	1,600 00		do.....
D. D. T. Leach.....	do.....	do.....	1,600 00	1,600 00		Vermont.....
Chester A. Colt.....	do.....	do.....	1,600 00	1,600 00		New York.....
James Orr.....	do.....	do.....	1,600 00	1,600 00		Pennsylvania.....
James E. Peebles.....	do.....	do.....	1,600 00	1,600 00		Alabama.....
Joseph H. Blackfan.....	do.....	do.....	1,600 00	1,600 00		do.....
James N. Davis.....	do.....	do.....	1,600 00	1,600 00		New Jersey.....
Joseph Quicksall.....	do.....	do.....	1,600 00	1,600 00		Maryland.....
William Slemmer.....	do.....	do.....	1,600 00	1,600 00		New Jersey.....
James K. P. Campbell.....	do.....	do.....	1,600 00	1,600 00		Pennsylvania.....
John Hunter.....	do.....	do.....	1,600 00	1,600 00		Tennessee.....
G. A. Schwarzman.....	do.....	do.....	1,600 00	1,600 00		Virginia.....
John C. Marron.....	do.....	do.....	1,600 00	1,600 00		North Carolina.....
Isaac E. Todhunter.....	do.....	do.....	1,600 00	1,600 00		District of Columbia.....
	do.....	do.....	1,600 00	1,600 00		Louisiana.....

John L. Lancaster.....	do.....	do.....	1,600 00	District of Columbia..
Thomas P. Trott.....	do.....	do.....	1,600 00	Connecticut.....
David Saunders.....	do.....	do.....	1,600 00	Ohio.....
William P. Young.....	do.....	do.....	1,600 00	Pennsylvania.....
William J. Darden.....	do.....	do.....	1,600 00	Virginia.....
Cranstoun Laurie.....	do.....	do.....	1,600 00	District of Columbia..
James Lawrenson.....	do.....	do.....	1,600 00	Maryland.....
Jos. F. Lewis.....	do.....	do.....	1,600 00	Texas.....
Jos. H. Wheat.....	do.....	do.....	1,600 00	District of Columbia..
W. J. Crandall.....	do.....	do.....	1,600 00	Tennessee.....
Do.....	March 11 to December 31, 1859.....	March 11 to December 31, 1859.....	1,293 33	do.....
Louis Watkins.....	do.....	do.....	268 33	do.....
Jonathan Guest.....	Clerk class 2.....	January 1 to March 10, 1859.....	1,131 67	District of Columbia..
Thomas B. Barton.....	do.....	March 11 to December 31, 1859.....	943 48	Maryland.....
Do.....	do.....	January 1 to September 2, 1859.....	456 52	Pennsylvania.....
Jeremiah O'Brien.....	do.....	September 3 to December 31, 1859.....	455 95	do.....
Benjamin Naar, jr.....	Clerk class 1.....	April 17 to September 2, 1859.....	229 44	Maine.....
Do.....	Clerk class 2.....	January 1 to February 28, 1859.....	1,170 56	New Jersey.....
James M. Coburn.....	do.....	March 1 to December 31, 1859.....	296 67	do.....
A. D. Hollister.....	Clerk class 1.....	January 1 to February 28, 1859.....	933 33	Tennessee.....
Robert C. Page.....	do.....	March 1 to December 31, 1859.....	1,400 00	New York.....
George W. Johns.....	Clerk class 2.....	Whole year.....	1,400 00	Virginia.....
John R. Pickett.....	do.....	do.....	1,400 00	Ohio.....
R. T. McLain.....	do.....	do.....	1,400 00	Mississippi.....
Richard T. Spottswood.....	do.....	do.....	1,400 00	District of Columbia..
David Dunn.....	do.....	do.....	1,400 00	Virginia.....
Samuel M. Magraw.....	do.....	do.....	1,400 00	Maine.....
Richard B. Low.....	do.....	do.....	523 08	Maryland.....
Do.....	do.....	January 1 to May 15, 1859.....	876 92	New Hampshire.....
Solomon J. Fague.....	do.....	May 16 to December 31, 1859.....	448 35	do.....
Benjamin F. Baer.....	Clerk class 1.....	January 1 to May 15, 1859.....	751 65	Maryland.....
R. W. Wallace.....	do.....	May 16 to December 31, 1859.....	1,400 00	Pennsylvania.....
George Boyer.....	Clerk class 2.....	Whole year.....	1,400 00	District of Columbia..
Walter A. Norris.....	do.....	do.....	1,400 00	Pennsylvania.....
Do.....	do.....	do.....	7 00	District of Columbia..
Thomas H. Quinn.....	do.....	January 1 to June 30, 1859.....	650 55	Pennsylvania.....
Lorenzo Dorsey.....	do.....	July 14 to December 31, 1859.....	642 39	New Hampshire.....
James F. Divine.....	Clerk class 1.....	January 1 to July 13, 1859.....	557 61	do.....
John Chase.....	do.....	July 14 to December 31, 1859.....	1,400 00	Michigan.....
	Clerk class 2.....	Whole year.....	1,400 00	Maryland.....
	do.....	do.....	1,400 00	Virginia.....
	do.....	do.....	1,400 00	Ohio.....

CLERKS, ETC., EMPLOYED IN THE

STATEMENT—Continued.

Names.	Office.	Period employed.	Salary per annum.	Amount paid.	State whence appointed.
J. H. Hamilton.....	Clerk class 2.....	Whole year.....	\$1,400 00	\$1,400 00	District of Columbia...
Henry Major.....	do.....	do.....	1,400 00	1,400 00	Pennsylvania.....
Woodbery Emory.....	do.....	do.....	1,400 00	1,400 00	Massachusetts.....
Israel Uncapher.....	do.....	do.....	1,400 00	1,400 00	Pennsylvania.....
James M. McMeans.....	do.....	do.....	1,400 00	1,400 00	Tennessee.....
Henry L. Johnson.....	do.....	do.....	1,400 00	1,400 00	District of Columbia...
John L. Elliott.....	do.....	do.....	1,400 00	1,400 00	Delaware.....
Francis DeHaes Janvier.....	do.....	do.....	1,400 00	1,400 00	Pennsylvania.....
Joseph Lescure.....	do.....	do.....	1,400 00	1,400 00	do.....
Wm. Hy. Noe.....	do.....	do.....	1,400 00	411 54	Kentucky.....
Do.....	do.....	do.....	1,200 00	352 75	do.....
Allen Goodridge.....	Clerk class 1.....	January 1 to April 16, 1859.....	1,200 00	391 30	Michigan.....
Oliver J. Ruger.....	do.....	April 17 to December 31, 1859.....	1,400 00	988 46	New York.....
James McCarrick.....	Clerk class 2.....	January 1 to April 16, 1859.....	1,400 00	1,400 00	Wisconsin.....
Andrew Vanbussum.....	do.....	September 3 to December 31, 1859.....	1,400 00	1,400 00	New Jersey.....
John Spencer.....	do.....	Whole year.....	1,400 00	1,400 00	Maryland.....
Henry A. Bills.....	do.....	do.....	1,400 00	1,400 00	Connecticut.....
Seth A. Elliott.....	do.....	do.....	1,400 00	1,400 00	New York.....
James M. Miller.....	do.....	do.....	1,400 00	1,400 00	Pennsylvania.....
John M. Caldwell.....	do.....	do.....	1,400 00	1,400 00	Indiana.....
Charles Armor.....	do.....	do.....	1,400 00	1,400 00	Ohio.....
William Wickes.....	do.....	do.....	1,400 00	1,400 00	Pennsylvania.....
Do.....	do.....	do.....	1,400 00	876 92	do.....
John Carolus.....	Clerk class 1.....	May 16 to December 31, 1859.....	1,200 00	448 35	Ohio.....
John R. Condon.....	do.....	January 1 to May 15, 1859.....	1,200 00	1,200 00	Maryland.....
Francis Connelly.....	do.....	Whole year.....	1,200 00	1,200 00	do.....
Reuben Spencer.....	do.....	do.....	1,200 00	1,200 00	do.....
George M. Kendall.....	do.....	do.....	1,200 00	1,200 00	do.....
Bowman Sailer.....	do.....	do.....	1,200 00	1,200 00	do.....
Jas. T. McIver.....	do.....	do.....	1,200 00	1,200 00	do.....
J. H. H. Doty.....	do.....	do.....	1,200 00	1,200 00	do.....
		January 1 to June 30, 1859.....	1,200 00	1,200 00	New Jersey.....
		July 1 to December 31, 1859.....	1,200 00	1,701 09	Virginia.....
				498 91	New York.....

Wm. T. S. Duval	do	Whole year	1,200 00	1,200 00	Virginia
Wm. E. Tysinger	do	do	1,200 00	1,200 00	District of Columbia
John N. Trook	do	do	1,200 00	1,200 00	do
John Gordon	Chief messenger	do	900 00	900 00	do
Wm. L. Newton	Ass't messenger	do	700 00	700 00	do
Benjamin A. Miller	do	do	700 00	700 00	do
John L. Browning	do	do	700 00	700 00	Connecticut
Timothy Malihan	do	do	600 00	600 00	District of Columbia
Eli Davis	Watchman	do	600 00	600 00	do
Charles H. Kreamer	do	do	600 00	600 00	do
Solomon J. Fague	do	do	600 00	600 00	Maryland
Robert A. Griffin	do	January 1 to May 15, 1859	600 00	223 96	Georgetown, D. C.
Chapman Durand	do	May 18 to September 2, 1859	600 00	176 88	District of Columbia
Wm. B. Galer	do	September 6 to September 31, 1859	600 00	40 76	Maryland
Wm. Queen	do	September 1 to December 31, 1859	600 00	200 00	District of Columbia
James M. Coburn	do	November 1 to December 31, 1859	600 00	98 33	Tennessee
Joseph D. Greene	Laborer	January 1 to February 28, 1859	600 00	501 67	Pennsylvania
William Hoover	do	March 1 to December 31, 1859	600 00	600 00	District of Columbia
J. Oscar Walker	do	Whole year	600 00	600 00	do
C. McDonnell	do	do	600 00	600 00	do
Henry Stevens	do	do	600 00	600 00	Virginia
George Bradley	do	do	600 00	600 00	New York
James Reed	do	do	600 00	600 00	District of Columbia
Sandy Alexander	do	do	600 00	600 00	Virginia
Jeremiah Hutchinson	do	do	600 00	600 00	District of Columbia
Dominick Daley	do	do	600 00	600 00	do
R. W. Clarke	do	do	600 00	600 00	Maryland
T. C. Weisiger	do	do	600 00	600 00	North Carolina
S. H. Taylor	do	do	600 00	600 00	Maryland
T. Bastianelli	do	March 1 to May 10, 1859	600 00	115 93	District of Columbia
Samuel L. King	do	May 18 to December 31, 1859	600 00	372 53	Pennsylvania
Charles B. Throckmorton	do	September 1 to December 31, 1859	600 00	187 50	District of Columbia

THE UNIVERSITY OF CHICAGO
CHICAGO, ILLINOIS
JANUARY 1900

TO THE PRESIDENT OF THE UNIVERSITY OF CHICAGO
FROM THE FACULTY OF THE UNIVERSITY OF CHICAGO

RESOLVED, That the Faculty of the University of Chicago
do hereby express their appreciation of the services rendered
by the President of the University of Chicago

THE UNIVERSITY OF CHICAGO
CHICAGO, ILLINOIS
JANUARY 1900

TO THE PRESIDENT OF THE UNIVERSITY OF CHICAGO
FROM THE FACULTY OF THE UNIVERSITY OF CHICAGO

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by the President of the University of Chicago

ARCHITECTURE

LETTER

PROPERTY OF THE ...

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RECIPROCITY TREATY.

LETTER

OF THE

SECRETARY OF THE TREASURY,

Communicating reports of Messrs. Hatch & Taylor, in reference to the operations of the reciprocity treaty.

JUNE 18, 1860.—Referred to the Committee of Ways and Means and ordered to be printed.

TREASURY DEPARTMENT, *June 16, 1860.*

SIR: In answer to the resolution of the House of Representatives of the 26th of March, 1860, directing the Secretary of the Treasury to communicate to the House any information in his possession relating to the operations of the reciprocity treaty with Canada, I have the honor herewith to communicate the reports of Mr. Israel T. Hatch, dated March 28, 1860, and James W. Taylor, dated May 2, 1860.

These reports of two of the agents of this department are communicated, in compliance with the direction of the House, for any information they may contain. The views and opinions expressed by the writers must be regarded alone as their individual views and opinions, as the department has not given to them its sanction and approval.

All of which is respectfully submitted.

HOWELL COBB,
Secretary of the Treasury.

HON. WILLIAM PENNINGTON,
Speaker of the House of Representatives.

REPORT OF HON. ISRAEL T. HATCH.

WASHINGTON, *March* 28, 1860.

In discharging the special duty assigned to me of examining the operations of the revenue laws and the reciprocity treaty on our northern frontier with Canada, I beg leave to report that I have visited the principal points of intercourse between those countries for the purpose of acquiring practical information, and have also had interviews and correspondence with leading individuals whose interests are affected by the treaty, and who are engaged in the various pursuits of trade, agriculture, and manufactures. The personal observation I have thus been enabled to give the workings of the treaty at the places where its effects are perhaps most perceptible, and the information derived thus from the everyday experience of those who do business under it, I have believed would furnish most important data for forming a practical judgment of its operation. The treaty of reciprocity produced a revolution in the operation of the revenue laws, as well as in the revenue itself.

Reciprocity.

The principle of reciprocity, in the commercial intercourse of the United States with Canada, has met the approbation of all political parties in this country at all times. The territory of the provinces is indented with our own along a line extending across the continent from ocean to ocean. The wages of labor (the great modern test of one phase of national equality,) are nearly equal in both countries. The cost in the production of wheat and other cereals differs but little on both sides of the boundary line. Shown thus to be apparently commercially alike by these leading considerations, and minor parallels confirming the similitude, it is not singular that at various periods of our national existence the idea of reciprocity in trade between the two countries has received the favorable regard of eminent men. "The government of the United States," said Mr. Clay, in his letter of the 11th October, 1826, to Mr. Vaughan, "has always been anxious that the trade between them and the British colonies should be placed on a liberal and equitable basis. There has not been a moment since the adoption of the present Constitution when they have not been willing to apply to it principles of fair reciprocity and equal competition." Three years after the date of this letter, during the presidency of General Jackson, Mr. Van Buren's letter of instructions to Mr. McLean, who was then our minister at the court of St. James, announced the principles on which this government reopened negotiations relative to the trade with the British colonies in North America. He said: "The policy of the United States in relation to their commercial intercourse with other nations is founded on principles of perfect equality and reciprocity. By the adoption of these principles they have endeavored to relieve themselves from the discussions, discontents, and embarrassments inseparable from the

imposition of burdensome discriminations. These principles were avowed while they were yet struggling for their independence, are recorded in the first treaty, and have been adhered to with the most scrupulous fidelity."

The freedom of commercial intercourse has never been more ably advocated than by Thomas Jefferson. In the report made by him in 1793, when he was Secretary of the Treasury, as if he would rescue the term "reciprocity" from the opprobrium it must sometimes encounter, he made use of the following memorable words: "Should any nation, contrary to our wishes, suppose it may better find its advantages by continuing its system of prohibitions, duties, and regulations, it behooves us to protect our citizens, their commerce, and navigation, by counter prohibitions, duties, and regulations, also. Free commerce and navigation are not to be given in exchange for restrictions and vexations, nor are they likely to produce relaxation of them."

Familiar as the public mind must have been made with the principles which finally produced this treaty by these and similar almost authoritative expressions of opinion, brought home at intervals as these ideas must have been to the legislation and diplomacy of the country, it is not surprising that this practical but limited experiment in substantial free trade was attempted. The leading idea of the treaty itself was to permit the introduction of the products of one country into the other free of duty, and consequent reciprocal benefits were expected to follow to both. The various colonies included in its provisions were left to regulate their own tariffs, and each colonial power can annul its honorary obligations without reference to its sister provinces or the engagements of the empire. No statesmanship could, however, foretell the workings of the treaty, or had a right to anticipate legislation adverse to its spirit. Correct in principle as the treaty itself was, the perversion of its spirit, and the disregard of its substance on the part of Canada, have produced results it is the province of this report to exhibit.

United States revenue from Canada.

The effects of the reciprocity treaty were first and immediately visible in the great change produced in the collection of revenue upon the northern frontier, and cannot fail to attract attention. In 1854, the last year unaffected by the treaty, although the enumeration was then incomplete, the revenue, on articles rendered free by the treaty, (during subsequent years,) and imported from Canada alone, amounted to more than \$1,243,403.—(See Appendix No. 1.) Assuming this as a basis for calculation in the ordinary mode of computing increase of revenue, and that the revenue would have continued to increase in the same ratio as during the previous five years, (Appendix No. 2,) we should, for the five years now past and ended June 30, 1859, have collected a revenue of \$7,166,659, or \$1,433,331 annually, on importations from this province alone, and we should at the present time have a yet larger revenue from this source if the treaty were abrogated to-day; for the geographical and political rea-

sons which made the Canadians seek our markets for the sale of their products remain unimpaired in every particular.

The revenue derived by Canada from the same class of merchandise was, during the year 1854, as stated by Mr. Bouchette, then the Canadian commissioner of customs, only \$196,671, or less than one-sixth of \$1,243,403, the amount levied that year on Canadian productions by the United States.

Loss of revenue to the United States.

During the same year, 1854, the revenue derived by the United States on the chief importations from all the provinces included in the treaty was \$1,524,457.—(See Appendix No. 1.) Computing the increase of revenue during the five succeeding years upon the basis of the increase during the five years next before the treaty, the revenue derived from this source would have been \$9,257,586, or \$1,851,517 annually. Several items of these importations are not included in this calculation, and we are now near the close of an additional year, when the revenue from this source, for the six years elapsed since the treaty, would have been \$11,109,103.

Expense of collection less than the revenue collected.

The influence of the treaty on the revenue of the United States is also clearly shown by comparing the receipts at the ports of entry on the northern frontier on all importations from Canada with the expense of collecting them, the necessary expenditure being for the last four years \$189,730 (see Appendix No. 3) more than the sum collected—a result contrary to the anticipations of some who advocated the adoption of the treaty, and whose views are well expressed in the very able report of the Hon. D. L. Seymour, who argued that “the laws of trade forbid the conclusion that a foreign commerce which shall afford to such a people as the population of these colonies their principal supplies of necessities and luxuries will be either reduced in amount or *shorn of its revenues.*”

The large amount of our importations from Canada since the treaty would form no accurate test of the income we might have obtained from that source. In 1856 the articles received from Canada by the United States, and rendered free by the treaty, amounted in value to \$17,810,684, besides many important but unenumerated items. At the average duty of 20 per centum, the revenue would have gained more than \$3,562,138 on the importations of that year, or, as Canada received from us during the same year \$7,899,554, the value of the corresponding articles, there was for that year a balance of trade in favor of Canada amounting to \$9,911,130, the duties on which would have been \$1,982,226. During the four years elapsed since the treaty came into effect, and ended 31st December, 1858, we have received from Canada \$28,771,690 in value of the articles enumerated in the treaty more than she has received of us. At the same rate of duty the revenue on them would have been \$5,754,338, or \$11,722,689 if computed on \$58,613,449, (see table D,) the value of the commodities received by us since the treaty and similarly free.

The collection and safe-keeping of the large income which would have accrued to our revenue under the former system of duties would have imposed no additional expense upon our government, as an organization suitable for the purpose already exists in the custom-houses necessarily maintained on our northern frontier to prevent free trade in these commodities on which duties are now levied, and chiefly collected at the Atlantic ports of entry, and to protect the public against the total loss of revenue, which must arise, if foreign merchandise could be thrown into the interior, free of duty, through the northern frontier.

Increase in amount of free goods imported from Canada.

The marked change in the amount of free goods imported from Canada into the United States, since the treaty, is shown in the following table, exhibiting also in contrast the importations from the same province, and subject to duty, from June 30, 1850, to July 1, 1859:

Importations to the United States from Canada.

Years.	Free of duty.	Subject to duty.
1850.....	\$636,454	\$3,649,016
1851.....	1,529,685	3,426,786
1852.....	761,571	3,828,398
1853.....	1,179,682	4,098,434
1854.....	380,041	6,341,498
1855.....	6,876,496	5,305,818
1856.....	16,847,822	640,375
1857.....	17,600,737	691,097
1858.....	11,267,618	313,953
1859.....	13,703,748	504,969
Total	70,733,854	28,800,344

The above statistics show that while for the five years next preceding the treaty duty was paid on nearly five times the amount of importations from Canada than the amount admitted free of duty, the exact proportions being \$4,487,433 of free goods against \$21,344,132 of the other class; since the treaty and beginning with our fiscal year 1856 until July 1st, 1859, a period of four years, similar importations to the amount of \$59,419,925 have contributed nothing at all to our revenue, while we have charged duties only on \$2,150,394, or about one-thirtieth part of the amount admitted free of duty.

Almost all actual productions of Canada admitted free.

On closer examination it will be seen that a large proportion of the duty-paying articles imported from Canada consist of commodities not produced in the country. In 1858 the dutiable importations

from Canada, as shown by the above table, were only \$313,953, of which iron, hardware, and salt articles, not produced in Canada for exportation in any appreciable quantities, alone furnished \$193,595. Of the remainder a considerable portion was also of foreign origin. As the same reasoning applies also to other years I present the following tabular statement for the same term of four years, ending June 30, 1859.

TABLE A.

	1856.	1857.	1858.	1859.
Total amount of duty-paying articles imported into the United States from Canada.....	\$640,375	\$691,097	\$313,953	\$504,969
Iron, hardware, and salt	503,995	531,011	193,595	319,555
Amount of Canadian and other goods charged with duties in the United States.	136,370	160,086	119,358	184,414

This statement demonstrates that during these years we have not collected annually duties on much more than \$100,000 in value of *merchandise actually produced in Canada*, yielding, on an average of 20 per cent., about \$25,000 towards defraying the yearly expenses of collection and of guarding a frontier of inland coast six thousand miles in extent.

I present a statement showing in contrast the value of free and dutiable articles exported from this country to Canada before January 1, 1859, from December 30, 1849:

TABLE B.

Years.	Value of goods, &c., from the United States paying duty in Canada.	Value of goods, &c., from the United States free of duty in Canada, chiefly free before the treaty.
1850.....	\$5,803,732	\$791,128
1851.....	6,981,735	1,384,030
1852.....	7,613,003	864,690
1853.....	10,656,582	1,125,565
1854.....	13,449,341	2,083,756
1855.....	11,449,472	9,379,204
1856.....	12,770,923	9,933,586
1857.....	9,966,430	10,258,220
1858.....	8,473,607	7,161,958

Contrast between duties levied on American productions in Canada and on Canadian productions in the United States.

The contrast between \$313,953, the total amount of duty-paying goods imported from Canada in 1858, and \$8,473,607, the value of

our exports to Canada paying duty to that country in the corresponding year, cannot escape notice, but a more just comparison will exclude foreign merchandise carried through both countries.

A glaring and important contrast still remains. In 1858, when we collected duties on about \$100,000 in value of Canadian productions, the products of American labor on which duties were paid in Canada amounted to \$4,524,503. The statistics of 1855 refer in part to goods imported before the treaty, and are consequently omitted in the following statement, and a reduction should be made from the merchandise assumed to be Canadian, but neither country has thought the distinction worthy of a place in its statistics, and the case does not require the minute elaboration properly observed when the evidence on both sides is nicely balanced in the scale of justice:

TABLE C.

	1856.	1857.	1858.
Products of United States paying duty in Canada.	\$7,981,284	\$6,203,320	\$4,524,503
Products of Canada paying duty in United States.	136,370	160,086	119,358
Value of American products charged with duty in Canada above the Canadian products charged with duty in the United States.-----	7,844,914	6,043,234	4,405,145

During these years the total amount of the products of American industry taxed in Canada was \$18,294,293 more than the amount of Canadian productions taxed in this country, reciprocity and equality being in this instance represented by the relative proportions of 45 to 1. This is the condition of trade purchased, as I have already shown, by a loss of revenue, being. in 1854, the last year before the operation of the treaty, more than six times the revenue collected by Canada during that year on the articles made free by the treaty and imported from the United States.

Owing to the geographical position of Canada, by which she is pent up behind our territory without any means of carrying goods from the seacoast for more than half the year, she must receive through us her earliest supplies for spring trade, and our territory furnishes, at all times, the cheapest and most expeditious route for the carriage of many commodities, especially those of tropical origin, to Canada.

It might have been supposed that a system of trade admitting nearly all the productions of Canada into the United States free of duty, while an average revenue of over one million is annually levied on merchandise of American origin taken into Canada, (see Appendix No. 4,) would have been at least satisfactory to that province and have exempted us from unfriendly commercial legislation on her part. This sum constitutes a quarter of the whole ordinary revenue of Canada, and is levied on the fruits of our industry at a time when, so far as her resources have as yet been developed, with the trivial

exceptions already named and unworthy of mention in a national point of view, she enjoys in the sale of her productions, free from all duties for the protection of our labor and the increase of our revenue, every advantage possessed by the States of this Union, reciprocating by the imposition of duties such as no State of the Union could adopt or demand upon the productions of the others. This is the return made to us for a policy full of special concessions in their favor, and the revenue raised by taxing our labor has been spent in public works expressly and avowedly intended to direct our commerce, thus diminishing the ability of our people to support our own government, as is more particularly stated in those parts of this report which treat of the railroads and canals of Canada.

Commerce and navigation are the medium of exchange for the articles of production and consumption between various countries, and through their means revenue is produced. Hence, to estimate correctly the operation of the reciprocity treaty upon the revenue would require an examination of the commercial elements which either increase or diminish them.

Historical reference to changes in revenue laws and their operation upon American and Canadian commerce.

A liberal policy towards American manufactures was always urged by British statesmen as a reason for granting admission to Canadian productions. In 1843 a celebrated despatch was issued by Lord Stanley, now Earl of Derby, recommending that all discriminating duties in Canada against American manufactures should cease.

Until 1846 much fluctuating legislation had existed between the two countries, in accordance with an artificial system little calculated to promote the common good. Sometimes an identity of opinion was nearly established; at other times the difference was so great that, on the 17th day of March, 1827, the President of the United States issued a proclamation prohibiting the trade between this country and the British colonies of North America. Hitherto differential duties had been exacted in Great Britain on the wheat of the United States and the colonies, with an intention of forcing our agricultural productions through Canada, by way of the St. Lawrence. By an act of Congress, dated August 6, 1846, we permitted the produce of Canada to be sent through our lines of communication to the ocean, either in bond or with the right of drawback, on paying two and a half per cent. at the place of exportation. The effect of this law was largely to divert from the St. Lawrence the shipments hitherto made through it, and send them through our seaports, and it will thus be seen that under the operation of this law we were the carriers for Canada; but since the treaty the Canadians have not only carried the commodities required for their own use, but have become the forwarders and carriers for us. Although the free navigation of the St. Lawrence had been for years held up to the great west as an inestimable prize, the Canadian or British government always preferred to enjoy its advantages in driving a good bargain with us rather than rely

upon its uncertain half year's navigation for the outlet of their surplus productions. They continued to seek a free access to our markets.

In 1847, when the colony suffered under a removal of the exclusive privileges it had formerly enjoyed in Great Britain, duties on American manufactures were reduced from $12\frac{1}{2}$ to $7\frac{1}{2}$ per cent., and increased on British manufactures from 5 to $7\frac{1}{2}$ per cent.; thus removing all differential duties against the United States. In 1849 the provincial legislature passed an act authorizing the removal of duties on all articles being the growth or production of the United States, on condition that we should pass a similar law. Sir H. L. Bulwer, when British minister at Washington, pressed upon our government the consideration of such a treaty as became law in 1854, urging as a reason the liberal policy of Canada towards our manufactures. The following is an extract from his letter to our Secretary of State:

Reasons urged by the British minister for the admission of Canadian products.

"I have already expressed to you at different periods, and especially in my note of 22d March last, the disappointment which was experienced in Canada when, at the close of the last session of Congress, it was known that no progress whatever had been made in the bill which had been brought forward for three years successively for reciprocating to the measure which passed the Canadian legislature in 1847, and which granted to the natural produce of this country an entry free of duty into Canada, whensoever the federal legislature of the United States should pass a law similarly admitting into the United States the natural produce of the Canadas. *The disappointment was the greater inasmuch as the Canadian government has always adopted the most liberal commercial policy with respect to the United States, as well in regard to its transit through its canals as in regard to the admission of manufactured goods coming from this country.*"

The formal declaration of the basis of the treaty.

The treaty itself was formally declared to be founded on a desire to regulate the COMMERCE and NAVIGATION between the respective territories and people of the United States and Great Britain, and "*more especially between her Majesty's possessions in North America and the United States, in such manner as to render the same reciprocity beneficial and satisfactory.*" The assent of Congress was procured on this understanding, and it was substantially admitted on both sides "that no commercial arrangement can be permanently advantageous to one party without being so to both; that the basis of virtual, if not of liberal, reciprocity is the only solid ground of international relations; and that the increased prosperity of one of the family of nations only offers an enlarged market for the industry and an expanded field for the commerce of every other."

The treaty was conceived in the theories of free trade, and in har-

mony with the progress and civilization of the age. It was a step forward in political science. American legislation had been characterized by an extraordinary liberality to a foreign neighbor, placing her lines of transportation upon an equality with our own, and her merchants upon an equality with our own, in receiving foreign merchandise in bond. We conceded commercial freedom upon all their products of agriculture, the forest, and the mine, and they have either closed their markets against the chief productions that we could sell to them, or exacted a large duty on admission into their markets.

Yearly changes and increased duties in Canadian tariffs.

From time to time Canadian duties have been increased since the ratification of the treaty, and during the last five years the following duties have been exacted on the declared value of various chief articles of consumption:

Articles.	1855.	1856.	1857.	1858.	1859.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
Molasses	16	11	11	18	30
Sugar, refined	32	28	25	26½	40
Sugar, other	27½	20	17½	21	30
Boots and shoes	12½	14½	20	21	25
Harness	12½	17	20	21	25
Cotton goods	12½	13½	15	15	20
Iron goods	12½	18½	15	16	20
Silk goods	12½	13½	15	17	20
Wool goods	12½	14	15	18	20

Every year a new tariff has been enacted, and each of them has inflicted higher duties upon the chief productions of American labor. These duties are so adjusted as to fall most heavily upon the products of our citizens.

Tariff to exclude the manufactures and commerce of the United States.

The tariff of 1859 was avowedly based upon an isolating and exclusive policy. It was supported on this ground alike by ministerial organs of the press, by petitions in its favor, and by members of the colonial parliament. After securing our free market for all Canadian productions, its advocates argued that it was the interest of Canadians to become independent of all other countries, and to employ their own ships and their own people; thus "keeping in the country all that is now paid to the United States."

They can find no justification for the annual increase in their rates of tariff in the assertion that the present rates do not exceed our own. When the treaty was ratified our tariff exceeded theirs, and the consideration given to them was not an equality of tariffs, but an interchange of the produce of both countries and certain privileges

in navigation, while a liberal policy towards our manufactures was promised and had been adopted; thus placing the commerce and navigation of the two countries upon "terms reciprocally beneficial and satisfactory," although we have made large reductions in our tariff since the treaty. Canada had determined to free herself from the difficulties of her geographical position, and the British government was compelled to secure our free markets to prevent rebellion. This was secured through menaces and promises of liberality to "manufactured goods." Justice to our people for the privileges granted by the treaty demands that future Canadian legislation should conform to the letter and spirit of the treaty, and that Canadian enactments should be in the direction of a more free intercourse between the two countries.

If it be true that the Canadian government has a right to increase its taxes upon our industry, as it has done, almost to the exclusion of our manufactures, because no stipulation against this course was inserted in the treaty, then it has a right to put an embargo (for a prohibitory duty amounts to an embargo) upon all articles not enumerated in the treaty, and there could be no check to its aggressions.

Public opinion in Canada.

I believe that the Canadian people do not feel easy under their recent legislation affecting this country, and many of their public men and some public journals speak of it as furnishing just grounds to the United States for annulling the treaty. The Canadians rely more upon American forbearance, under the violations of the spirit of the treaty by colonial legislation, than upon any omissions in the treaty to provide against such wrong.

Opinion of Canadian Boards of Trade.

The Boards of Trade in the chief cities of Canada West complained of the Canadian tariff in such representations as the following:

"Your petitioners are of opinion that so uncalled for and unwise a scheme is calculated to affect the existing pleasant commercial relationship between Canada and the United States in the working of the reciprocity treaty, the great advantage of which to this province is well known to your honorable house, inasmuch as the proposed policy of the inspector general practically shuts the door to the admission into Canada of the leading articles of commerce hitherto purchased in the great markets of the United States, and forcing Upper Canada to import via the St. Lawrence, or otherwise pay an enormous increase of duty."

Deficiency in Canadian revenue and cause of taxation on our products.

When the tariff was under discussion in the provincial parliament a deficiency of \$4,000,000 (greatly exceeding the revenue of that year) was officially announced. This deficiency, and the consequent

increase of taxation on American manufactures, arose, it is asserted by the organs of the government, from expenditures in carrying out their system of internal improvements. That a large amount has been thus expended is shown by the following quotation from the report of the select committee appointed, in 1858, by the legislative assembly of Canada to inquire into the course of trade between the different Atlantic ports in America and Great Britain, &c., (p. 3:)

“The public debt of Canada has increased from year to year to about fifty millions of dollars, twenty-five millions of which have been created since 1853, principally in the construction of railways yielding no income.”—(See Public Accounts, 1857, p. 223.)

Countless trains of cars are now daily dashing along these railroads from the seaboard towards the Rocky mountains, competing, without regard to remuneration, for the commerce of the great valleys of the lakes and the Mississippi.

Railroads and canals in Canada constructed for United States commerce.

The railroads and the canals of Canada were alike constructed for the express purpose of extending political and commercial power, by the diversion of the trade of the great interior of our country through the valley of the St. Lawrence and the Canadian routes of transportation, thereby advancing the prosperity of the colony and increasing British power. They were undertaken by the government, and were mainly dependent upon subsidies and municipal bonds; and the object of their managers has hitherto been to secure the largest amount of traffic to the roads, instead of the largest dividends to the stockholders.

This extensive system of internal improvements was brought into active life by the ratification of the reciprocity treaty, through which Canada was enabled to open a grain trade between the great west and the eastern States. To control it, she plunged into extraordinary expenditures for an extended railroad and carrying system. Increased taxation was the consequence, and additional duties were imposed upon all manufactured articles, and upon many others not enumerated in the free list of the treaty.

Official avowal of Canadian policy.

The Canadians attempt justification of these impositions by their public necessities. Whence arose their necessities? Did they not originate in a desire to abuse our concessions by strengthening their hands in grasping the carrying business of the United States?

Amount expended by Canada to control our commerce.

Their minister of finance, Mr. Galt, in a report recently issued by him in England in support of a Canadian ministerial scheme, admits the insufficiency of the commerce of Canada to support her public works, com-

plaining that, whilst possessing the most magnificent canals in the world, she is "*without any trade to support them, except her own,*" and adding that the canals of Canada have failed to divert trade from the channels it had already formed; a system of railroads had also been constructed for the purpose of competing with American interests.—(*See report, entitled "Canada, 1849 to 1859, by Hon. A. T. Galt, finance minister of Canada, 1860.*) He then proceeds to state that, after deducting a sinking fund for the redemption of the imperial guaranteed loan, the direct public debt of the province amounts to £8,884,672, or \$43,001,812; adding, that of this sum debts incurred in consequence of the canals and other works connected with the navigation of the St. Lawrence, and railway advances, furnish £8,861,400, leaving only £22,272, or \$107,796, as the total direct debt of Canada made for any other purposes.

Canada taxes our products to pay for public works constructed against us.

To make up the deficiency caused by these speculative expenditures, Canada now seeks to make our merchants and manufacturers, who have been most damaged by the diversion of western trade to Canadian cities and transportation routes, pay for her non-remunerative carrying system. This whole modern movement of Canadian or British policy, in transportation, is artificial, unnatural, and against the laws of trade, climate, and geography—in violation of the spirit of international intercourse as mutually recognized and sanctioned by the reciprocity treaty. It cannot last, even if Congress should refuse to protect our commerce on the inland seas. The transit lines of freight and passengers across this continent to the ocean may be deflected for a time by disturbing causes, but cannot be permanently changed. They are governed by laws as imperative as the natural laws which govern the flow of our rivers in their course to the ocean.

Renewed assurances of the British minister.

Besides establishing a system of *ad valorem* duties, levied in such a manner as to discriminate against the commercial and shipping interests of the United States, the duties on our manufactures are already increased, by the tariff of 1859, to an almost prohibitory extent; and its authors must have known that if such duties had existed, or been expected, at the time when the treaty was made, it could never have obtained the assent of Congress. The letter of Sir H. L. Bulwer, from which I have already quoted, did not close with a mere statement of the liberal commercial policy already pursued towards the manufactures of the United States, but alleged, upon the official authority of the Canadian government, that if the natural produce of the Canadas should be admitted duty free, they would be "*willing to carry out still further*" the same policy; adding, as a threat, that if we refused to comply with the offers made to us, "the Canadian government and legislatures are likely forthwith to take

certain measures which, both in themselves and their consequences, will effect a considerable change in the commercial intercourse between the Canadas and the United States."

We accepted the offers, made the desired and friendly concessions, and trusting in the assertions unequivocally made, the American authors of the treaty did not stop to weigh with miserly precision the exact balance of profits to be made and advantages to be given, or the loss and gain in our revenue; but the "considerable changes in our commercial intercourse," and also in our revenue, have been, indeed, the unfortunate consequence of our liberality.

Anomaly presented here in the collection of revenue by the two countries.

The United States and Canada present the anomalous spectacle of two border nations with an array of custom-houses extending along their whole coterminus frontiers, sustained at an expense to this government greatly exceeding the revenue it collects, whose principal occupation is to enter and register the free products of Canada on their way to our free markets, while on the opposite shore, often separated from us only by a bridge, a ferry, or a boundary line, is found an equally extended cordon of imperial customs' buildings, emblazoned with the royal arms of England, collecting large revenues on our taxed products, as a tribute from the commercial bondage beneath which the unfriendly legislation of provincial parliaments has placed us in exchange for the commercial freedom we have granted to the Canadas. These exactions are derisively justified on the ground that no special provision against them was inserted in the treaty, although its avowed object was to carry out the principle of reciprocity, and "especially to regulate the commerce and navigation between her Majesty's possessions in North America and the United States in such manner as to render the same reciprocally beneficial and satisfactory."

Increase of duties on various American manufactures—Canadian tariffs.

In comparison with the duties of 1854, the duties levied by the tariff of 1859 on many of our manufactures, such as boots and shoes, harness and saddlery, clothing, wearing apparel, &c., has been increased a hundred per cent., and in the large class of unenumerated articles, including leather, and nearly all our other manufactures, such as woollens, cottons, tobacco, printed handbills, cheques, &c., hats, household furniture, glass, axes, edge-tools, firearms, agricultural implements, nails, &c., other hardware, stoves and castings, upholstery, carriages, medicines, india rubber goods, musical instruments, soap and candles, starch, trunks, manufactures of brass, copper, lead, and tin, earthenware, paints and varnish, except for the use of ships, manufactures of marble, &c., &c., the duty has been increased sixty-two and a half per cent. or upwards, while on the distillation of grain the increase has been a hundred and twenty-five per cent.—(See Appendix No. 5.)

American manufactures injuriously affected.

The motives actuating the enactment of the present tariff are of less moment than its results; and although no duties avowedly discriminating are levied on American goods, the influence of the provincial tariff produces the same effect, for the manufactures most readily adopted by Canada must be like our own. The climate, price of materials, interest on money, wages of labor, and the various causes determining the kind and prices of manufactures on both sides of the frontier are nearly identical, when no legislation intervenes to arrest or alter the laws of trade. It is as easy to transplant manufactures to Canada as from one State to another. Master manufacturers and workmen already skilful in the special pursuits of their industry, together with the tools and machinery adapted for their purposes, can go to Canada in a few hours. Well known establishments originating in this way were already transplanted under the influence of the high tariffs of 1858 and 1859, and the tendency of these tariffs is towards a virtual prohibition of our manufactures, although Canada will still continue to import as we do, from Europe and Asia, commodities requiring such skill as we have not attained, materials not readily accessible to us, or the products of cheaper labor than we possess. The usual policy of Canada has also been to encourage manufactures by admitting their materials, raw or partially manufactured, either free or at a low duty.

Viewed as a question of national integrity, the conduct of the Canadian parliament in thus taxing the products of American industry almost to their exclusion from the province must be pronounced to be a violation not only of the letter and spirit of the treaty but of the amity and good faith in which it was conceived, and without which all international obligations are unavailing.

Differential duties against our shippers, forwarders, and merchants.

The retrograde policy developed by the Canadian tariffs since the ratification of the treaty is not confined in its action to American manufactures. With duties practically differential, through a change in the valuation, she has endeavored to lessen the business of our shippers, forwarders, and merchants, by diverting trade in tea, coffee, sugar, wine, and all other articles of foreign production, but especially those of tropical origin, from New York, Boston, Philadelphia, and other Atlantic cities of the north, to Montreal, choosing a long and circuitous route to the richest and most progressive portions of her territory, endeavoring thus to draw her commerce from all parts of the world along the vast line of her frontier, instead of taking the shortest course from the Atlantic, across the United States.

Abuse of our bonded system.

The laws by which the passage of foreign productions through our country in bond was permitted were an essential part of the system

of reciprocal benefits intended to develop harmoniously the natural advantages of each country. They tended to reconcile our people to the inequalities it imposed on us. They vested in the financial officer of the government a power hitherto exercised in the most liberal manner towards the railroads and carrying lines of Canada, in permitting alike the exportation to Canada and re-importation to the United States of foreign merchandise in bond, and merchandise of American origin. Upon this idea of being the carriers for us depends the hopes of making profitable their investments in railroads and canals. Their public works were constructed as our carriers not theirs.

System of differential duties adopted by Canada.

Canada now endeavors to deprive us of all the benefits of this system of levying duties on *the value of goods at the place of purchase*. The people of western Canada were accustomed to buy their wines, spirits, groceries, and East and West India produce, besides many other commodities, at New York, Boston, or Montreal. The former system admitting American cities to competition—the duties having been specific and *levied on the weight, measure, or number of the articles* wherever they were purchased. Thus no greater duty was charged on imports, *via* Boston or New York to Toronto or Hamilton, than *via* the St. Lawrence to Montreal. The present system forces the people of Canada to discontinue their business connexions with our merchants and buy from the Montreal and Quebec importer. Thus the productions of China, Brazil, or Cuba, if brought to Canada *via* the St. Lawrence, will pay duty on their value in the country of their origin, but if purchased in our Atlantic cities must pay duty on that value increased by interest, freight over the ocean, and the various other expenses and charges of the insurer, shipper, and merchant. This is not only legislation against our carriers but against all our mercantile interest. The “increase of duty” has been carefully estimated to be twenty per cent. on goods imported into the United States and thence into Canada, in excess of the duties levied *via* Montreal. The distance from Cuba to Toronto, *via* the St. Lawrence, (a river frozen half the year,) is about three times as great as through the United States. Thus Canada vainly strives to conquer the laws of arithmetic, climate, and geography.

Effects of the treaty upon Canada.

This legislation occurred at a time when, without asking for any equivalent, we had reduced our duties on Canadian manufactures twenty per cent. Before this, desirous of rendering “our commercial relations reciprocally beneficial and satisfactory,” we had conferred upon Canada benefits shared by all classes of her people. We gave to her farmers highly remunerative prices, and brought their lands and productions upon an equality with our own, and thus greatly increased the value of their homesteads. Through their ag-

riculture we aided every branch of their industrial occupation, though we thereby left the most important points of our trade in the hands of those among whom hostile traditions are not yet wholly extinct, and whose minds are liable, on occasion of pecuniary pressure to be swayed by theories, petty in their nature and opposed to their interests and our own.

Prosperity of manufactures in Canada.

All the consequences of the high tariffs of Canada cannot yet be thoroughly shown by the governmental statistics of either country. The minute ebb and flow of commerce from one year to another year cannot show the full effect of these exclusive laws. Manufactures are chiefly represented as products of the United States, paying duty in Canada, in the table already given, and exhibiting in this class a decrease from nearly eight millions in 1856 to four millions and a half in 1858. Manufacturing establishments, however, cannot be brought into full operation in six or twelve months, although the progress made by Canadians, under the influence of these tariffs, towards supplying their own wants and excluding us for ever, has been so great that from a locomotive down to a shoe-peg almost every branch of the manufactures of this country is already successfully commenced. Montreal, under the forcing process of protection and discriminating tariffs, is now rivalling Lowell and Lynn in almost every article of their manufacture, and approaching our Atlantic cities in the magnitude of her commerce.

For similar reasons the effect of the tariff of 1859 on our exportations of foreign merchandise to Canada cannot be shown in the form of statistics. Less than a fiscal year, under the regulations of either country, has elapsed since it received the requisite legal assent. To carry an order for tea to China, and allow time for the return voyage to Canada *via* the St. Lawrence, requires nearly a year. Importations also are frequently large in anticipation of increased duties. Abundant crops, expansion of the currency, an accidentally excited demand for breadstuffs in Europe, and other causes, might have the same temporary effect, but a more comprehensive induction will show the folly of passive obedience and non-resistance under such aggressive enactments as can only be overcome by counteracting legislation, including a repeal of our bonded system and a withdrawal of the privileges hitherto liberally granted under laws permitting the transit of merchandise, either of American or foreign origin, from the United States through Canada to be returned again to this country.

Special and injurious effects of the treaty and the warehousing system on the mercantile interests of our northern frontier.

The combined influence of the treaty on our bonded system, even before the high tariffs, was exceedingly injurious to the largest portion of the northwest. Its farmers suffer from competition with those of Canada. Its manufactures, useful in the daily wants of Canadian

life, are now excluded, and in the bonded systems the whole trade in foreign goods on the frontier is lost to the United States. American duties being exacted in all cases where the original package is broken, and the Canadian purchaser from the frontier American merchant would thus be compelled to pay duties twice over: first to the American, and afterwards to the Canadian government. The ordinary customer is thus driven from our stores, and so far as the American market is yet used by Canadians for purchasing foreign goods, or manufactures, the common supply of Canadian stores is thrown into the hands of Canadian merchants, who procure their supply in Montreal. If, upon exporting foreign goods to Canada in less quantities than the original package, the goods were returned to the owner, the goods, until the recent increase in the Canadian tariff, would still have been bought in the Atlantic ports; but they would have been sold to Americans, who would resell to the Canadian retailer or consumer as they had done in former years, and our merchants on the frontier would not be debarred as now from a fair profit, by the *discrimination of our own laws against them*.

An extensive trade had been established in leather, alcohol, pure spirits, burning fluid, boots and shoes, castings, hardware, clothing, machinery, cabinet ware, upholstery, musical instruments, drugs and medicines, manufactures of cotton, wool, and tobacco. On most of these articles the present duty is prohibitory, and the trade is entirely destroyed, or of trifling amount.

Upon some articles, as upon leather, the operation of the bonded system on exporting to Canada forms a differential system against our own manufactures. We pay an *ad valorem* duty, amounting to a cent per pound, on imported hides. This duty not being collected of Canadians, when exported in bond, constitutes an advantage over our own tanners. In following up this subject we find an illustration of the careful vigilance illiberally exercised by the Canadian government in all cases. Canada levies no duty on hides, but excludes our leather from her market by a duty of 20 per cent., making a further discrimination of five per cent. additional against the chief articles manufactured from it, such as shoes, &c. Thus the trade of most of our Atlantic cities, and of all our cities and villages on the northern frontier, feel keenly the loss of Canadian customers, who have almost totally deserted our markets, and purchase the productions of their own tanneries. Similar results are already experienced in other departments; but such manufactures as require the construction of expensive machinery will be the last to exhibit the effect of these tariffs, and in the years 1858 and 1859 importations were made in anticipation of increased duties.

Opinions in Canada upon actual reciprocity.

Many influential members of the provincial parliament advocate the advantages their country would enjoy in gaining the market created by 34,000,000 of our citizens for all the products of Canadian industry. Opinions favorable to actual reciprocity of commerce with us are not

uncommon in Canada, especially in its western districts. They are held by the many Canadians who realize the necessities of their geographical position, and fear the disastrous results of their modern legislation. Their country, already too important to be regarded either as a province or a colony in the old sense of the words, possesses a population computed to be nearly three millions in number.

International results expected from the treaty.

Annexation does not possess many advocates on either side of the frontier. It was, no doubt, believed by the authors of the treaty that reciprocal trade would remove the causes which render any closer union desirable, and would perpetuate alike international good will and separate nationality, presenting to the world the sublime example of two contiguous nations, abandoning suspicion of injury from each other, and practicing in their intercourse the best principles professed in modern civilization. The Canadians have now most of the material benefits of annexation to this country, without any of its taxes; more than that, they impose taxes through their tariffs upon our tax-paying people.

The Canadian markets are open to all the world for the articles named in the treaty

The statesman-like ideas prevalent at the time when the treaty became law, anticipating the removal of all unnecessary restrictions between two neighboring States, are in strong contrast with the realities to-day. The British provinces are admitted to a special participation in the benefits arising from the American system by an exemption in their favor, while we continue to levy duty on the articles named in the treaty when imported from other countries, but in Canada all these articles, with a few nominal exceptions, are admitted free of duty from every country in the world, and the products of the United States enjoy no more advantage in Canada than they would do if the treaty had never been made or were now abrogated. Thus, also, for the articles enumerated in the treaty and produced in Canada, the market of the United States is thrown open to all the world *via* Canada and the provinces, for no system of inspection can be devised sufficiently exact to determine in what country these common products of the temperate zone may have had their origin.

The following is a schedule of the articles enumerated in the treaty, and to be admitted into each country free of duty, when the growth and produce of the exporting country:

Schedule of free articles enumerated in the treaty.

Grain, flour, and breadstuffs of all kinds; animals of all kinds; fresh, smoked, and salted meats; cotton, wool, seeds, and vegetables; undried fruits, dried fruits; fish of all kinds; products of fish, and all other creatures living in the water; poultry, eggs, hides, furs, skins,

or tails undressed; stone or marble in its crude or unwrought state; slate, butter, cheese, tallow, lard, manure; ores of metals of all kinds; coal, pitch, tar, turpentine, ashes; timber and lumber of all kinds, round hewed, or sawed, unmanufactured in whole or in part; fire-wood, plants, shrubs, and trees; pelts, wool, fish-oil, rice, broom-corn, and bark; gypsum ground and unground; hewn, or wrought, or unwrought burr or grindstones; dyestuffs, flax, hemp, and tow unmanufactured; unmanufactured tobacco.

The following is a statement of the value of the articles enumerated above, and imported into each country from the other since the treaty came into operation to January 1, 1859, without deduction for the items re-exported to us.—(For the value of each class see appendix No. 6.)

	1855.	1856.	1857.	1858.	Totals.
Imports into the United States from Canada.	\$16,476,093	\$17,810,684	\$17,812,308	\$11,514,364	\$58,613,449
Imports into Canada from the United States..	7,725,561	7,909,554	8,642,030	5,564,615	29,841,760
Excess of imports free under the treaty in favor of Canada.....	8,750,552	9,901,130	4,170,278	5,949,749	28,771,689

E.

Comparative view of all the imports and exports to and from the United States and Canada from December 31, 1849, to January 1, 1859.

	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.
Imports into Canada.....	\$6,594,860	\$8,365,765	\$8,477,693	\$11,782,147	\$15,533,097	\$20,828,676	\$22,704,509	\$20,224,650	\$15,635,565
Imports into the United States.....	4,951,159	4,071,544	6,284,521	8,936,382	8,649,002	16,737,277	17,979,753	13,206,436	11,930,094
Excess of imports into Canada.....	1,643,701	4,294,221	2,193,172	2,845,765	6,884,095	4,091,399	4,724,756	7,018,214	3,705,471
Other imports into the United States*.....	982,083	845,833	1,251,632	1,789,073	1,769,880	3,265,013	2,238,900	1,556,205	1,443,044
Estimated excess of imports into Canada from the United States above Canadian imports into the United States.....	661,618	3,448,388	941,540	1,056,692	5,114,215	826,385	2,485,856	5,462,009	2,262,427

* These amounts are named in the statistics published under the sanction of the Canadian government as returned not reported at inland ports in Canada, and it may be inferred were chiefly sent to the United States.

Nominal exports and imports are not correct tests of the trade between the United States and Canada.

Although the exports and imports to and from different countries are generally correct indexes to the value of their trade, the preceding table does not present in a true light the actual condition of our trade with Canada. The statistics of that trade have created many erroneous impressions. The peculiarities of the case, apart from the disturbing influences of political and legislative causes, arise from her geographical position. While, for a part of the year, she possesses the means of communicating with the rest of the world by the St. Lawrence, she is so far enclosed by the United States, that a line drawn from the northern extremities of Maine and Wisconsin would pass to the northward of Quebec, and cut off, with the exception of a few unimportant counties, the whole inhabited territory of Canada, besides vast areas of fertile land yet unexplored.—(See Report on Crown Lands, part II, 1857.) On the north she is hemmed in by the desert wilderness of the frigid zone, and on the east, south, and west by territory of the United States.

Special legislation in Great Britain and Canada against the carrying interests of the United States.

The current of trade cannot be at once diverted; but it has been already shown that the legislation of Canada is intended to divert from the United States the commercial advantages naturally resulting from our relative geographical positions. The means through which it is hoped this result will be attained are the differential duties heretofore explained in favor of the St. Lawrence and the change of the system of specific duties, under which goods taken into the western or any other part of the province from the United States heretofore bore only the same duties as if imported *via* the St. Lawrence. A reservation is also made by which the governor of Canada, (see Statutes of Canada, cap. 17, sec. 24, 2,) through a departmental order, may quietly permit goods to be imported through any part of the United States, under such regulations as he may choose, at the same valuation as if they were imported directly from the country of their origin—a privilege not the less likely to be exercised in favor of the Grand Trunk railroad, (a foreign institution on American soil,) against the railroads and canals of the United States; because certain importations, *via* Portland, are already admitted into Great Britain by the British government at a lower duty than from any other port of the United States.—(See 22d and 23d Victoria, cap. 37, sec. VII.)

Classification of Canadian productions and natural course of trade.

A simple and compendious method of considering the exports of Canada is afforded by classifying them as the products of the mine, the sea, the forest, as animals and their productions, agricultural pro-

duce, and manufactures. The comparative amount taken by the United States and each other country annually since the treaty, (see Appendix No. 7,) proves beyond controversy the increasing value of our markets to Canada in comparison with those of Great Britain and all other countries.

The product of the mine must become, on both sides, a rapidly-increasing class of our exchanges. Hitherto the balance has been much in our favor. Extensive regions, rich in mineral wealth, exist in Canada West; but her geological formations are destitute of coal, and, as the forests are cleared away, an incalculable amount of fuel from the limitless coal-fields on the south side of Lake Erie will be required in her northern climate. The coal of Ohio, northern Virginia, and Pennsylvania supplies advantageously the means of smelting the ores of Canada West. It will never be politic, nor will it scarcely be possible, for the government of Canada again to tax this indispensable necessary of life; and if the treaty was abrogated, Canada would yet be compelled to buy it from us in increasing quantities. Its abundance in our territory and its absence in the geological formations of Canada West exhibit, in the greatest degree, a natural adaptation to the system of reciprocal benefits.

On the Atlantic coast the coal from the mines of the maritime provinces affects serious injury to those who have invested their capital in the boundless mineral resources of Pennsylvania, Maryland, and Virginia.

The products of the Canadian forest are brought into vigorous competition with our own, and the effect is keenly felt by many of our lumbermen, who embarked in the business fully confiding in the belief that the protective system accorded to other manufacturing interests would not be withdrawn from this. Large investments were in many cases made by our lumbermen, many of whom have been compelled to abandon their business at a ruinous loss.

The United States were, for five years before the adoption of the treaty, as they are now, almost the only customers of animals and their products from Canada. The year 1858 affords no more than a fair illustration of this fact. We then imported to the value of \$2,232,368, being only \$220,397 less than the whole amount of exports in this class from Canada to all countries. These exports from Canada have increased nearly six-fold since the treaty. The older and more closely settled regions of this country afford to Canada such a market for the chief item in this class—animals themselves—as her geographical position, remote from all other countries except the thinly peopled provinces, forbids her to export profitably elsewhere.

Our wheat exported to Canada is not consumed there, and was free before treaty.

Wheat, the staple crop and chief export of Canada, was not rendered free by the treaty on its admission into that country. It was made free before the treaty by the Canadian legislature for the benefit of Canadian millers and ship owners. It is exported into

Canada in pursuance of the great commercial law by which, in our time, the demand of the eastern States and for shipments to various parts of the world is supplied from the rich soil and cheap land of the west. Much of it is *manufactured* in Canada and returned to the United States free of duty; nor can the ordinary course of this traffic be better illustrated than by the well-known fact that Chicago, Milwaukee, and the other western ports are shippers to, and not receivers of grain from Canada, whose large exports are fully transmitted from the eastern side of her territory to the American frontier. It is stated on reliable authority in the provincial public journals that much of their imported wheat is ground on the Welland or Lachine canal. After this process it cannot be identified as of American origin. It is less expensive and troublesome to enter wheat as free under the treaty than to keep it in bond, and to a considerable extent there is little more distinction as to the origin of the wheat after it has once been taken into Canada than there is in the nationality of the mingled waters on which it is carried towards the ocean.

Canada exports more wheat and flour than she imports.

As Canada produces more wheat and flour than she can use, our shipments to her are not made for purposes of consumption, but must compel the return of the same or an equivalent quantity to us, chiefly in a manufactured condition, at the expense of the milling interests of this country, or its shipment to Europe in foreign vessels at the expense of our American bottoms.

Statement showing the comparative value of the imports and exports of wheat and flour into and from Canada from the year ending January 1, 1850, to January 1, 1859.

	IMPORTS.		EXPORTS.	
	Wheat.	Flour.	Wheat.	Flour.
1850.....	\$113,936	\$2,247	\$1,072,135	\$2,743,185
1851.....	294,479	4,507	687,180	2,683,301
1852.....	76,953	4,937	1,421,825	2,757,510
1853.....	14,664	4,870	3,090,441	4,248,835
1854.....	138,913	17,965	2,098,137	4,796,699
1855.....	1,461,624	1,625,735	5,928,866	5,801,920
1856.....	1,694,091	808,737	6,977,843	6,009,809
1857.....	2,375,638	1,262,485	2,789,975	4,537,642
1858.....	1,647,489	763,960	2,355,096	3,065,810

Of nearly all the articles named in the treaty a surplus is common to both countries; and we have an abundant supply and a surplus for export of every article named in it.

Canada has no crop so cheap and profitable for various manufactur-

ing and other purposes as the corn bought from us. She admitted it, like wheat, free before the treaty.

For other grains, barley, rye, oats, &c., we furnish for Canada the only market worthy of mention.

Canadian farmer placed by treaty on equality with our farmer as to value of farm and product.

The increase in the profits of the Canadian farmer, since the treaty, is well known on both sides of the frontier. The large amount which would have accrued to the United States in the form of duties has gone to his benefit in the increased value of his products and real estate. The production of many articles has been greatly stimulated, (much to his advantage,) and their importations have been severely felt by our own producers along all that line of frontier through which access is naturally sought in an eastward course to our cities, manufacturing districts, and the great highway of the world. A strong stimulus has been given by the treaty to all the chief public works of Canada, which before had signally failed.

General dissatisfaction with the treaty.

A general dissatisfaction with the treaty exists on the southern side of the boundary line, wherever its operation is perceived, except in those parts of the west where the Canadian is erroneously regarded as an additional purchaser or consumer, and not, as he really is, a mere grain carrier in rivalry with our own, or in those other parts of the United States as to which, for its own purposes, the Canadian or British government has made preferential laws, and to which it has given a local prosperity at the expense of the general welfare of this country.

Geographical disadvantages of Canada shown by the low prices of her produce before the treaty.

An investigation of the Canadian exports made free by the treaty proves that Canada has now for many of their products no market equally profitable with that of the United States, and had no outlet for them at all worthy of mention before the treaty, except this country, where they then contributed to the revenue. The same examination will disclose the fact, that most of the leading articles named in it were imported into Canada, free of duty, before the treaty. For more than half the year the rigor of her climate debars her from commercial exchanges with any other country, except the United States, or through our territory, preventing her during that period from taking advantage of a rise in the market. She is placed in the position of a farmer who has only one customer. This is the political and geographical disadvantage sought to be overcome by the Earl of Derby when he urged the abolition of duties discriminating in favor of the manufactures of his own country against the manufactures of the United States.

Canadian testimony as to higher value of United States productions before treaty.

It was for this cause that reciprocity was urged so strongly by Sir H. L. Bulwer; and, to compare this argument and these admissions with the facts of experience, I again refer to the testimony of the select committee appointed by the legislative assembly of Canada in 1858, by which, in reference to the repeal of large discriminating duties on grain imported into Great Britain, it is said, (pp. 4 and 5 of their Report:) "The effect of this law was to depreciate the value of all articles grown or produced in Canada twenty per cent. under the value of like articles grown or produced in the United States, and this difference in value continued up to the year 1854—a period of nearly nine years."

The opinion of her merchants as to the value of our market is recorded in their having exported to us six times as much wheat and flour as to Great Britain during the four years which elapsed since the treaty, and before January 1, 1859.

The fallacy of the Liverpool market always fixing value.

Contrary to the belief commonly held at the date of the treaty, the Liverpool market does not determine the standard of value for breadstuffs on this side of the Atlantic. European prices are now far from being remunerative to the American producer. They have seldom been profitable to us since the termination of the Crimean war. Re-opening the Russian granaries threw the Russian serf into close competition with the American farmer, who can only sustain himself by his superior intelligence and the application of modern labor-saving implements of agriculture. Since the speculations consequent upon that war have ceased, our exportations of grain and flour to Europe have been insignificant, nor are they likely to be of much importance hereafter, except from the occasional and irregular demand caused by war or famine. All the wheat and flour sent by us in 1858-'59 to England, where flour is charged with a duty of $4\frac{1}{2}d.$ per cwt., or about sixteen cents a barrel, and a corresponding duty is levied on grain, was only \$1,736,152 in value, or less than half of \$3,665,502—the amount thrown on our market from Canada, notwithstanding the failure of her crop. The grain-growing regions of the northwestern States have suffered more than other parts of the Union from a depression of prices in our Atlantic cities, thus caused by the influx of Canadian products. A temporary cheapness of transportation will not compensate for reduction in the value of the grain; and Canada, by virtually prohibiting the importation of American manufactures, prevents, so far as she is able, an increased demand and consumption for breadstuffs within the limits of our confederacy.

Natural commercial dependence of Canada upon the United States.

There has not been a year since the treaty when Canada has not thrown upon our markets a larger amount of her productions than she has sold to any other country, and to all other countries added together—demonstrating her commercial dependence upon the neighboring States when thwarted by no artificial cause or restriction.—(Appendix 7.) The difference will be yet more conspicuously and clearly shown by deducting the products of the forest from her European exports. These alone amounted, in 1857, to more than \$8,000,000, or twice as much as was sent to us—differential duties yet existing in Great Britain in favor of colonial timber. Struggling under these obstacles imposed by the British and Canadian governments, we are yet to Canada of more commercial value than all other countries together, while recent legislation has reversed the natural laws of trade, that a nation should buy where it sells. Her people sell to us, and are now prevented by the tariffs from buying of us.

Hitherto the further injurious legislation of Canada is too recent to have fully exhibited its effects, and an additional illustration of her natural commercial dependence is found also in our exports to that province, (Appendix No. 8,) showing that for each of the four years ending December 31, 1858, the amount taken from or through the United States exceeds the Canadian imports from all other countries unitedly. It has already been shown how large a portion of them is re-exported to us, whilst the taxes on our manufactures, and differential duties on merchandise of foreign origin passing through the United States, will effectually check the other classes of their imports into Canada.

In the profits accruing from freight between the two countries, the advantage, since the treaty, has been in favor of British shipping, the value of exports and imports by the vessels of each country being regarded as the test. In the five years ending June 30, 1854, the value of domestic exports to Canada in British bottoms was \$12,595,816, and in American bottoms \$16,595,816, the preponderance in our favor being about one-third; whilst in the five years since the treaty and beginning with July 1, 1854, there was an excess against us of nearly one-half, the value being \$26,330,730 in American vessels, against \$38,942,652 in vessels of British nationality. No marked inequality exists in the imports to the United States by the shipping of both countries, the value carried by each being \$37,223,665 in American and \$36,528,968 in foreign vessels.

In this competition of shipping, American ship-owners ran a race in fetters. The staple manufacture of Canada has long been that of ship-building for exportation. A cheap and abundant supply of labor for this purpose is obtained at Quebec during the long winter suspension of navigation, and the value of ships built there for sale in foreign markets exceeds by many times that of all other manufactured exports of Canada. This branch of industry is encouraged by admitting all the materials used in the construction, rigging, or equip-

ment of ships, either at a nominal rate of duty or entirely free, or subject to a return of duty to the ship-builder when satisfactory proof is given that they have been used for this purpose.

Value of free navigation of St. Lawrence to United States.

Canada grounded her hopes of future greatness upon the possession of the St. Lawrence. The western States have considered it of great advantage to themselves, and it was said, when we obtained its navigation, that the benefits arising from this national privilege would more than counterbalance any fancied injuries or wrongs on other interests. The British minister, Sir H. L. Bulwer, after pressing upon our attention the spirit evinced by Canada towards our manufactures, and promising on behalf of the Canadian government to carry a liberal policy out still further, presented the navigation of the St. Lawrence, with the adjoining canals, as the consideration to be paid by that province for the free interchange of all natural productions with us, and for the navigation of Lake Michigan. The arrangement of the treaty was comprehensive, and included a satisfactory settlement of the perplexities then existing in regard to the fisheries along the coast of the provinces, but for this the maritime provinces also received a full equivalent in the opening of our market to their fish, coal, and other products.

The debates in Congress show the high value placed by the advocates of the treaty on the use of the St. Lawrence. One honorable member lamented that, by being debarred from it, the shipping of the lakes was compelled to be idle and unproductive for about one-third of the year, whilst the interest on the capital thus invested was running up to \$250,000 annually. Another, expressing only the general expectation of many others, said: "The free navigation of the St. Lawrence is only necessary to show us, in the fall of every year, long lines of vessels seeking the Atlantic, through Canada, laden with western produce, and in the spring making their way back with foreign wares, and with the avails of profitable labor for nearly half a year."

The commerce of the northwestern lakes is of immense national importance, amounting to \$587,197,320.—(See report of Committee on Commerce to House of Representatives, 1856, No. 316, vol. 3, p. 9.) More than sixteen hundred vessels, with an aggregate burden exceeding four hundred thousand tons, are employed in navigating these waters, which Chief Justice Taney, in that decision of the Supreme Court of the United States which gives the lakes forever their international character, termed "Inland Seas." It was believed that the advantages gained by the navigation of the St. Lawrence would bear adequate proportions to the number and value of these commercial fleets, but the official statements of Canadian authorities show that since the treaty received the signature of the President of the United States, nearly six years ago, no more than forty American vessels, with a burden of only twelve thousand five hundred and fifty tons, passed seaward through the St. Lawrence; and that of these less

than one-half, or nineteen vessels, with a burden of only five thousand four hundred and forty-six tons, have returned from sea. So insignificant has been the foreign commerce expected by honorable members to be developed in this direction, that during these six years only twenty-five of these vessels have sailed for foreign countries, the other fifteen having gone to American ports.

It would seem that the promised advantages from the navigation of the St. Lawrence were more poetical than nautical, as the navigation of Lake Michigan, ceded to Canada by the treaty, has been so exclusively used, that in the year 1857 one hundred and nine British vessels cleared from Chicago alone, thus depriving our own carriers of freight, by enabling others to take the produce of the great grain-growing regions through Canada to ports on either side of Lake Ontario, or to Montreal, and thence to the Eastern States, or chiefly by British vessels to Europe. It is a noticeable fact in this connexion, that the above is a statement of only the clearances of one port upon Lake Michigan of Canadian or British vessels for one year, and that is more than double the number of United States vessels that passed outwards through the St. Lawrence for the last six years, since the ratification of the treaty, and quintuple the number that ever returned inward from sea.

Well might Lord Elgin exchange congratulations with the British capitalists in London, as he did in a recent speech, upon the advantages to his country arising from the working of the reciprocity treaty* which he signed at Washington, where the barren advantages of the free navigation of the St. Lawrence have been given in exchange for our free markets to all Canadian productions, and when the consequent increase of their exports has added wealth to their country and operated in inverse ratio upon the prosperity of our agricultural and industrial classes.

Commerce of the States pay most of the revenue of Canadian canals.

Although the equivalent gravely offered to us by the British minister in exchange for the valuable concessions we made has hitherto been thus unimportant as regards the St. Lawrence itself, the other part of the consideration—the use of the canals—was enjoyed by us so freely before the treaty was in operation, that in 1854, no less than 198 American vessels used the canals of this river, and 3,160 vessels of the same nationality used the various canals of Canada, and paid, as now, the principal part of the tolls collected thereupon by the government of this province. To close these canals to our vessels would not only be an act of folly on the part of Canada, but would be contrary to the objects for which they were constructed. This pro-

* Under 5th article of treaty, Great Britain reserved the right of suspending the navigation of the St. Lawrence and canals in Canada at her pleasure; and whenever she should exercise this reserved right, then the government of the United States was permitted to suspend the "operation of article 3 of treaty, (which contains the enumeration of free list of articles,) so far as the province of Canada is affected thereby." It will thus be seen that Great Britain's concessions in navigation were placed in treaty as equivalents for admission of Canadian products into the United States.

fessed equivalent to us was itself the consummation of their long-cherished project. The State of New York might with more wisdom close the Erie canal against the commerce of the other States, for that canal passes through the central portion of a State possessing a much larger population than Canada, creating an extensive local traffic for its support, while the canals of Canada are lateral and depend almost entirely upon the commerce of the United States. They were made for the purpose of diverting American commerce, not of facilitating it.

Canadian canals built to divert trade of western States.

The committee appointed by their own legislative assembly, in 1855, unhesitatingly affirm in their report (p. 3) that "the St. Lawrence canals were constructed at a large public expenditure for the purpose of drawing the trade of the western States to the ports of Montreal and Quebec."

We are entitled, under the treaty, to use the river St. Lawrence and the canals in Canada, as the "means of communicating between the great lakes and the Atlantic ocean, subject only to the same tolls and other assessments as now is or may hereafter be exacted of her Majesty's subjects."—(See article 4 of treaty.)

Canadian discrimination upon American vessels.

But, as we are the chief carriers through the Welland canal of wheat flour, and corn—almost the only freight of our vessels by this route—a discrimination against us is made by imposing the same tolls on these articles on their passage through this canal, a work twenty-eight miles in length and forming the only means of communication for lake vessels between the upper and lower lakes—as if they passed through the canal of The Galops, Point Iroquois, Rapid Plat, Favian's Point, Cornwall, Beauharnois, and Lachine, *via* Montreal and Quebec, to the ocean. Yet we carry twenty-five tons on the Welland canal for every single ton we carry on the others—their respective amounts in 1858 being 787,877 tons on the Welland, and 31,968 tons on the lower canals. On the other hand, in the same year the tonnage of Canadian vessels was only 360,894 tons on the Welland canal, but was 725,842 tons on the others. Thus, our vessels are heavily taxed for tolls on canals which they do not use—the tolls collected on the Welland canal from American vessels alone being in the year last mentioned \$18,522, or, as is usual, more than half of the whole amount collected on all the canals in the province, while we paid only \$405 on the St. Lawrence canals.—(See Canadian Trade and Navigation, 1858, p. 40.)

While an effort is thus made to divert the produce of the west to the St. Lawrence by discriminating tolls, it is also attempted to secure the carriage of iron and salt to the west by passing them free through the Welland canal, if they have paid tolls on the canals of the St. Lawrence, thus affording another example of the studious and

systematic evasion of the spirit and letter of the treaty ratified under the promise of reciprocity.

Nature, in the severity of climate, has placed the St. Lawrence under insurmountable disadvantages; and that its deficiencies as an available and reliable inlet and outlet for the internal and external trade of Canada are duly felt by the Canadian and Imperial governments is demonstrated by the extension of the Grand Trunk railroad, a British work, to Portland, by a perpetual lease of an American railroad to that place. Every element entering into the price of freight and determining the channel of European, and yet more of tropical trade with Canada and the northwest, is in favor of our sea-ports over Montreal and Quebec as natural ports of entry.

Population and productions of Canada insufficient to sustain her canals and railroads.

Whilst vigorous efforts have been made by means of Canadian canals to divert western traffic from our own lines of communication, the peninsular shape of Canada West has caused the disclosure of the same intention in the construction of five different railroads across the Peninsula. Two of them connect Lake Huron with the Lakes Erie and Ontario. Two others extend from the St. Clair river to Lake Ontario; one of them leading also across the suspension bridge, near the falls of Niagara. Another is laid near the Welland canal, from Lake Erie to Ontario. They all complete at or above Toronto, the connexion of the various lakes. These roads could not have been made for the use of this province, with a population at the largest estimate of no more than three millions, not more than one-third of which occupies the country above Toronto—the regions through which the roads run. Neither the population nor productions of Canada are sufficient to support them. They have been made “on the invitation of the imperial government, (see report of Canadian parliamentary committee on commerce, 1858, p. 4,) and by British capitalists, sustained by “imperial credit,” for the purpose of securing our western trade. They were chiefly constructed with a view to the inconsistent distinction made by our laws, but having no foundation in justice, permitting foreign or American merchandise to be conveyed by land, or partly by land and partly by water, from one part of the United States to another, by Canadian lines of communication, while we prohibited their carriage by foreign vessels from one American port to another. Large quantities of grain and merchandise are thus sent to and from the United States through various Canadian ports on Lakes Huron, Erie, and Ontario.

It was enacted by Congress, March 3, 1817, section 4, that “no goods shall be imported, under penalty of forfeiture thereof, from one port in the United States to another port of the United States in a vessel belonging wholly or in part to a subject of any foreign power;” and the evasion of this law by these railroads, enabling Canadian to compete with American vessels, may be illustrated by the case of the Welland railroad, a line only about twenty-eight miles in length and

running alongside the Welland canal. Its owners carried a large proportion of the grain sent last year from Chicago to Oswego, receiving it at one end of their line from Canadian vessels and delivering it to vessels of the same nationality at the other, thus, by the simple process of transshipment, evading and frustrating the law by which no foreign vessel could carry directly from Chicago to Oswego. In this competition of shipping interests there can be no equality so long as Canadian legislation makes the prices of ship-building materials cheaper in their country than in this.

The British monopoly of Grand Trunk the political and commercial power of Canada.

These efforts to divert our own traffic from our own territory, although important in themselves, are insignificant in comparison with the ambitious schemes developed in the construction of the Grand Trunk railroad—a work owned by a combination of British capitalists. In our commercial age, British capital is the power behind the throne, and the armies and navies of Great Britain follow and protect the enterprise of her subjects. Having enlisted in their service the special and individual interests paramount in certain portions of the province, the managers of this road, in emulation of the ancient influence of the East India Company on an imperial government, have subjected the parliament of Canada to their control.

Already expending yearly \$6,000,000, nominally, in subsidizing steamships for the postal service, and only receiving for it a direct return of \$3,000,000, the statesmen of Great Britain obtain a remuneration for the outlay in the influence thus acquired over the commerce, and, hence, in the politics of the world. They soon perceived the importance of obtaining a route to and from Canada at all seasons of the year, and that liberal aid to a railroad communicating with the western States, through this province, might affect our domestic politics and render us yet more tributary to the wealth and power of our chief commercial rival. They thus projected the great work of the age, for purposes corresponding to the magnitude of its physical proportions. Intent on securing the valuable prize of western trade, \$16,000,000 were advanced to the thoroughfare known as the Grand Trunk Railroad, virtually as a perpetual loan. The road was relieved from the payment of interest on this vast sum, and the lien of the province—a first mortgage on the road and its appurtenances—was rendered secondary to the other bonded debts of the company. Thus an additional loan of \$10,000,000 more was effected on the stock exchange of London. The interest on the sum of \$16,000,000, which had thus for practical purposes ceased to be secured by the road, is not paid from the receipts of the road, but creates those governmental necessities which the present high tariff is necessary to supply.

Already this grand incorporation is enriched by carrying mails for the United States, Great Britain, France, and various other countries on the European continent. Its managers publicly congratulate themselves that “the battle-ground of their competition will not be in

Canada or fought against British capital," but against their "American rivals." The road is made in the most substantial manner, and, apart from its smaller provincial lines, extends nearly a thousand miles, from Portland to the St. Clair river, opposite Detroit. With both its adjuncts, from Quebec and Portland to Sarnia and Detroit, (the doors to our prairies,) it measures 1,116 miles in length, and tributary to it are various other roads. The total length of these lines is 2,093 miles, and their cost, with equipments, was more than \$100,000,000. It is the great railroad of the world, unequalled in extent. The Victoria bridge, crossing the St. Lawrence at Montreal, is unsurpassed by any monument of human enterprise, power, and skill, erected during the present century. It is two miles in length, over a vast and rapid river. By means of this bridge, the Grand Trunk railroad can transport goods for a distance of 1,400 miles from the Atlantic to the Mississippi, with but one transshipment. The change in tariffs, of which we justly complain, was caused by the capitalists interested in this road, who, supported by the British and Canadian governments, hope in addition to secure the trade of the western States, to divert from us the profit of buying, selling, and carrying the commodities produced or consumed by the people of the peninsula of Canada. This they purpose to effect by the high tariff and differential duties already mentioned and professedly made in favor of direct shipment to Quebec and Montreal. The interests of these places, however, are subservient to the road, the government having reserved to itself the right of permitting goods to be brought through the United States, in such cases as it may choose, subject only to such a valuation as if they were imported directly from the country of their origin. This influence, far from being confined to Canada, is felt throughout the western States, penetrating to Memphis, and already diverting from Charleston and New Orleans the cotton and other products of the south, and seeking to transfer the shipment of the great southern staple to the terminus at Portland, on its way to the factories of New England and Europe. The experiment is boldly pushed in a manner indicating less the struggle for temporary trade than for permanent empire. Flour has been carried from Chicago to Portland, and merchandise from Boston to Chicago, at prices fabulously low. It is stated on credible authority that 11,720 barrels of flour were carried over the bridge at Montreal in five days. This is at the rate of 855,560 barrels in the year, being 20,104 barrels more than the whole amount transported by the Erie canal to tide-water in 1857.

By a system of bounties and special privileges, lavishly applied wherever the ingenuity of British statesmen can suggest their profitable use, all fair rivalry with this road has been destroyed. To facilitate this undertaking, a nominal duty only, chiefly less by $27\frac{1}{2}$ per cent. than was paid on similar materials for our roads, was imposed on the iron used in its construction. It is exempt from taxation throughout its entire length. Steamships subsidized by the British government meet its eastern termini in winter and in summer. Establishing an unjust precedent for future legislation, and for the power reserved by the Canadian government, laws have been passed

in Great Britain, discriminating in favor of this road against different ports in our own country, against all roads owned by our own people on our own soil, subjecting certain articles sent to Great Britain *via* Portland to the same duties only as if imported directly from Canada. No interest is expected on the \$16,000,000 advanced by government. The patronage of Great Britain and the provinces is in its favor. It possesses at Portland an extensive range of docks, where its cars run alongside the ocean steamers. Cheap fuel is bountifully supplied at all its stations.

The hope of reciprocity in the carrying trade is futile when such distinctions are made in favor of this gigantic competitor. The British government, pursuing that commercial policy by which her historical career has always been characterized, has not supported this road with a view to the profit of the stockholders, but with the design of opening a direct trade with the interior of this continent, and of enabling her manufacturers, bankers, and merchants, by means of agents in the western States, to convert to their own use the profits and commissions now made in our Atlantic cities. It is intended ultimately to use Montreal and Portland as way stations only for a system of communication, including the Ocean and Grand Trunk road, with its western connexions—thus uniting Liverpool, London, Glasgow, Sheffield, Manchester, and Birmingham, the commercial and manufacturing cities of England, with our inland cities in the valleys of the lakes and Mississippi. The whole plan and structure of this monopoly for the aggrandizement of a foreign power is conceived and built upon the basis of our bonded system, and the liberal exercise of official authority under the act of 1799, and the warehousing act of 1854, (and certainly under the most liberal construction of the act of 1799,) permitting the transit of foreign and domestic goods, first through our territory, then through Canada, and afterwards to their ultimate destination in this country. The law of 1799 was enacted at a time when its framers could not have foreseen any such application of its authority as to permit the productions of American origin to be taken from one section of the United States, through a foreign country, by foreign means, to another section of the United States duty free.

Folly and injustice of this government in not protecting American enterprises from foreign aggression.

The inconsistency, not to say injustice, must be apparent of that policy which prohibits transportation in foreign vessels from one American port to another, and at the same time tolerates the same transit from the same ports to the same ports, through foreign means developed in another form, and equally in rivalry with the enterprise, labor, and capital of our own citizens. From such inconsistent legislation, or a too liberal construction of it, a foreign government now derives a license for its subsidized and privileged road to become the great carrier of our exports and imports to and from our western and eastern States. In addition, this foreign monopoly sustains its passage through our territory under the evasion of the spirit of our laws, and

enjoys, under a perpetual lease, the use of property which non-resident aliens thus situated could not hold in fee.

The changes to be produced by this grasping monopoly will be developed with the rapidity characteristic of modern times. They will include the whole system of our commerce and industry. Great Britain, by saving intermediate profits, will be enabled to sell her manufactures in closer competition with our own; will obtain on easier terms the produce of the west and the south, of which she is the chief foreign consumer, and will transact an increased business in the merchandise bought by her from other countries and sold to us. The reward thus obtained will be ample compensation for the large outlay on this road, and its seemingly reckless competition. This international intercourse once fully established, profitable prices for freight will be exacted.

This vast commercial struggle, where monopoly is the end to be gained, must terminate in a colossal combination of American capital and ability, or the field must be abandoned to their royal rival.

Already, in the five various lines of railroad from the eastern to the northwestern States, and with a water line of transportation unsurpassed in the world, through our own country, from Lakes Superior and Michigan to the Atlantic, we have sufficient competition to insure moderate rates, and the ultimate interests of producer and consumer are alike consulted, by paying a fair and remunerative price to the carrier. Should the present ruinous competition continue, it will be followed by prices of freight to and from the west dictated by combinations secure in their monopoly, and reimbursing, by taxes on the western producer, the losses they have sustained.

This "treaty of reciprocity" was not, on our part, founded only on commercial considerations, but was regarded as inaugurating a system of international fraternity. A real and permanent form for the comprehensive principles on which our own institutions are based, and for the popular instincts expressed among less practical nations in vague sentimentalism, was sought in a system of mutual benefits, intended to give each country all the advantages of annexation without its entangling political difficulties.

The natural adaptation of the United States and Canada to give and receive reciprocal benefits, easily and without humiliation, conferred by neighbors on each other, is well known; but the explicit and earnest appeals of Canada for an honorable and mutually beneficial reciprocity are now no longer uttered. With an increase of wealth and importance, the liberality of her spirit and of her promises has ceased, and, deeming herself secure in our forbearance, Canada has adopted, by her recent legislation, a policy intended to exclude us from all the geographical benefits of our position, while she hopes to use all their advantages for her benefit. Each concession has been used as a vantage ground for further encroachment. She has reversed the natural laws of trade, and prevents her merchant and agriculturist from buying in the same market where they sell. The revenue formerly collected on our northern frontier has been annihilated. She has increased her own revenue by a tax on American industry. The

advantageous trade formerly carried on with Canada by the cities and villages on our northern frontier has been destroyed. Our farmers and lumbermen encounter the competition of new and productive territories. It having been found that our shippers, sailors, and merchants in the Atlantic cities were transacting a mutually profitable business with Canadians, the grasping spirit of their legislation endeavored to secure all the benefits of this traffic, and attacked our interests with discriminating duties. Our railroads suffer from a British competitor, supported by privileges equivalent to taxation on their business with the Canadian provinces and the interior of our own country. Our manufacturers, instead of exporting to Canada, are checked by imposts intended soon to prohibit the entrance of their productions into the province. The wool and raw materials of Canada are admitted duty free into our markets, but the fabrics made from them are excluded from Canada, contrary to the explicit assurance of the British minister on behalf of the Canadian government, that it would be "willing to carry the principle of reciprocity out still further." Hitherto the vaunted advantages from navigation through the St. Lawrence have been scarcely worthy of any serious consideration. The proffered hand of commercial friendship, accepted for a time by Canada, with far more advantage to Canadians than to ourselves, is now rejected. In this exclusive and unnatural system, Canadians yet depend upon our market for the sale of their productions, upon the immense traffic of our States for their carrying trade, and upon our territory for the means of transit to the ocean. For their participation in the traffic of our States, which is the object of their unscrupulously aggressive tariffs, they depend upon the continued liberality of our revenue regulations, made under laws giving great discretionary powers, intended to be used in facilitating our commerce, instead of advancing the commerce of a foreign country.

The results of the reciprocity treaty and Canadian legislation upon our commerce and revenue are too obvious to have escaped the sagacity of British statesmanship. By the treaty we placed Canada on an equality with one of the States of this Union, without subjecting her to any of its burdens. By her legislation in imposing extraordinary taxes upon the products of American industry, she is compelling us to bear her burdens, created to sustain gigantic rivalries, worthy of the imperial ambition for supremacy, by land and water, over our inland commerce, and for the grave influence which thus may be exercised upon our political career.

The tenor of the instructions under which this report is made excludes the idea of any recommendation upon my part pointing toward any remedy of the great evils which investigation has thus shown to exist under this system of mis-called reciprocity. I cannot but believe, however, that I should fail in the duty assigned to me if I omitted to at least suggest the practical results to which the foregoing considerations would lead.

A treaty broken is a treaty no longer. Obligations upon one party cease when correlative obligations have no binding force upon the other. That the substance and spirit of this treaty have been more

than disregarded by the other contracting power with which it was made is too evident to admit of dispute. It is equally evident that a systematic scheme of provincial legislation, affirmatively aggressive upon great interests of this country, commenced with the ratification of the treaty, as the beginning of its opportunity, and has progressed in its strength and its extent, in its details and its scope, in all disastrous consequences, every day while that opportunity has continued. Without the treaty no such aggressions could have been ever attempted. With its termination they must cease. Then the government of this country can resume, through legitimate means, the protection of those great interests which government exists to protect. Then the Canadian parliament must be compelled to modify its existing legislation in this respect until the day shall return when, as before, the laws of trade, regulated by the legislation of Congress, shall give us something far more like reciprocity than we now possess. The home government, the provincial government itself, in the great interests entirely dependent upon our trade, have given hostages, which will be far more binding upon them than this ruptured treaty, that their legislation would not then be shaped to make us their tributaries.

I certainly should transcend my province in making any particular suggestion of the means of abrogating the treaty. It is not for me to say whether or not the repeal of the assenting law of Congress required by its fifth article would have that effect, or what more limited effect, if any, it would have. Convinced as I am, however, that the dilatory measure of giving the notice required by the treaty for its abrogation would be far too slow to afford practical remedies of the abuses I have exhibited in this report, I certainly should fail in that duty which the prolonged and most careful consideration of these important matters brings so strongly home to me if I did not at least point out the fact that such proper alteration of the navigation laws of 1817,* in relation to the transportation of goods in foreign vessels from one port in the United States to another port in the United States, as would make the prohibitions in such case upon foreign vessels equally applicable to a carriage of property by other foreign means from one of our ports to another, and that the withdrawal of the present privileges, existing under the laws of 1799† and 1854,‡ in reference to the shipment, carriage, and re-entry of property going to and from the United States and Canada, would, in a most important degree, hasten the removal of many, and perhaps all, of the numerous evils I have stated. The necessary consequence of such action must be the alteration by the Canadian parliament, now in session, of the legislation under which we now suffer. The wrongs of to-day would thus be immediately, but perhaps only temporarily,

* Sec. 4 of navigation laws, March 1, 1817.

† Sec. 47 of revenue laws, passed March 2, 1799.

‡ Sec. 5 of act to extend warehousing system, passed March 28, 1854.

mitigated. The proper, radical, and sufficient remedy, beyond question, is the speedy abrogation of the treaty itself.

ISRAEL T. HATCH.

Hon. HOWELL COBB,
Secretary of the Treasury.

NOTE.—The fiscal year of Canada terminates upon the 31st day of December, which makes statistical comparisons between the two countries very difficult.

APPENDIX No. 1.

Statement exhibiting the value and amount of duties on articles which were imported during the fiscal year ending June 30, 1854, and now made free by the reciprocity treaty.

Articles.	Rate of duty per cent.	Value of articles.	Duties.
Grain, flour, and breadstuffs.....	20	\$3,906,073 00	\$781,214 60
Animals, free.....		75,406 00	-----
dutiable.....	20	225,642 00	45,128 40
Fresh, smoked, and salted meat.....	20	5,184 00	1,036 80
Cotton and wool, free.....		125 00	-----
Seeds, plants, shrubs, &c., free.....		18,210 06	-----
dutiable.....	20	555 00	111 00
Vegetables.....	20	102,806 00	20,561 20
Undried fruits.....	20	13,692 00	2,738 40
Dried fruits.....	20	31 00	6 20
Fish of all kinds.....	20	901,671 00	180,334 20
Products of fish and of all other creatures living in the water.....			-----
Poultry.....	20	1,016 00	203 20
Eggs.....	20	5,500 00	1,100 00
Hides and skins.....	5	34,729 00	1,734 45
Furs, undressed.....	10	13,920 00	1,392 00
Tails, undressed.....	20	8 00	1 60
Unwrought stone.....	10	10,758 00	1,075 80
Unwrought marble.....	4	4 00	80
Butter.....	20	126,811 00	25,362 20
Cheese.....	30	127 00	38 10
Tallow.....	10	37 00	3 70
Lard.....	20	837 00	167 40
Horns.....	5	1,421 00	71 05
Manures.....			-----
Ores of metals, free.....		18,790 00	-----
dutiable.....	20	516 00	103 20
Coal.....	30	254,775 00	76,432 50
Pitch, tar, and turpentine.....	20	75 00	15 00
Ashes.....	20	4,441 00	888 20
Fire and other wood.....	30	728,688 00	218,606 40
All other wood.....	20	574,051 00	114,810 20
Pelts.....	20	24,639 00	4,927 80
Wool.....	30	69,182 00	20,754 60
Fish oil.....	20	110,402 00	22,080 40
Rice.....			-----
Broom corn.....			-----
Bark.....	20	978 00	195 60
Gypsum, ground.....	20	353 00	70 60
free, unground.....		113,312 00	-----
Grindstones.....	5	23,265 00	1,163 25
Dyestuffs.....	5	14,717 00	735 85
Hemp, flax, and tow, unmanufactured.....			-----
Tobacco, unmanufactured.....	30	2,915 00	874 50
Rags.....	5	12,696 00	634 80
Total.....		7,398,358 00	1,524,457 40
Deduct for British North American Provinces.....		1,301,154 00	231,054 00
Leaving for Canada.....		6,097,204 00	1,243,403 00

APPENDIX No. 3.

Statement of the revenue collected annually at the principal ports of entry on the northwestern lakes from 1855 to 1859, inclusively, on all Canadian and other importations from Canada, so far as the same can be ascertained.

	Genesee.	Oswego.	Niagara.	Buffalo Creek.	Oswegatchie.	Champlain.	Cape Vincent.	Presque Isle.	Miami.	Sandusky.	Cuyahoga.	Detroit.	Sackett's Harbor.	Chicago.	Milwaukee.	Total.
1856.....	.....	\$2,640	\$4,645	\$2,900	\$3,727	\$17,834	\$1,735	.....	.....	\$62	\$2,585	\$5,076	\$6,093	\$13,861	.....	.....
1857.....	.....	1,349	4,491	1,797	7,499	8,056	1,074	\$8	\$92	5	1,576	11,822	4,869	9,886	.....	.....
1858.....	.....	2,084	5,152	2,967	2,293	7,924	2,169	10	98	.....	3,095	13,889	2,933	1,535	.....	.....
1859.....	.....	2,377	4,193	7,803	1,514	8,317	958	.....	.....	22	2,847	32,965	2,714	2,147	.....	.....
Total.....	*\$1,907	8,450	18,481	15,467	15,033	42,131	5,936	18	190	89	9,103	63,752	16,609	27,429	*\$63,614	\$288,508
Total expenditures for collection for four years, as per United States Register of 1857.....	21,616	54,884	49,312	43,048	32,548	52,652	26,336	4,424	13,672	14,732	22,312	58,032	17,828	43,872	22,960	478,238
	Excess of expenditure over receipts.....															189,730

* For four years.

APPENDIX No. 4.

Statement exhibiting the amount of revenue from duties on products of American origin collected by the Canadian government from December 31, 1855, to January 1, 1860.

1856.—Duties, specific.....	\$217,941 99
Duties, 20 per cent.....	41,796 60
Duties, 12½ and 15 per cent.....	813,641 12
Duties, 5 and 2½ per cent.....	21,935 90
Total	1,095,315 00
1857.—Duties, specific.....	\$200,442 00
Duties, 20 per cent.....	89,885 40
Duties, 15 per cent.....	636,160 35
Duties, 5 and 2½ per cent.....	17,496 24
Total	943,983 38
1858.—Duties, specific.....	\$362,955 00
Duties, 25 and 20 per cent.....	52,784 00
Duties, 20 and 15 per cent.....	292,123 00
Duties, 15 per cent.....	163,557 00
Duties, 5 and 2½ per cent.....	11,742 00
Total	883,261 00
1859.—Duties on American productions	\$1,109,461 00

The total amount of duties levied in Canada in 1859 under the high tariff was \$4,437,846 for eleven months. In 1858 the whole of the duties was \$3,381,389, of which more than one-fourth was levied on productions of United States origin. It is therefore fair to assume that more than \$1,109,461, or one-fourth of the whole customs revenue, arose from the same source in 1859, the duties by the tariff of that year being proportionally higher upon the dutiable articles exported from the United States to Canada than those exported from any other country.

APPENDIX No. 5.

Statement of the Canadian tariff of 1859 in contrast with that of 1854, the year when the treaty was made.

1859.	1854.
CLASS 1.	
Brandy, gin, rum, &c., 100 per cent.	Brandy, 40 cents per gallon, and 25 per cent. Rum, &c., 25 cents and 25 per cent.
CLASS 2.	
40 per cent.—Cigars, sugar, refined—duty on the latter to be reduced on a sliding scale to 15 per cent. in 1862.	Cigars, 30 cents per pound and 12½ per cent. Sugar, refined, \$2 50 per cwt., and 12½ per cent.

1859.

CLASS 3.

1854.

30 per cent.—Coffee, roast or ground, spices, ground, dried fruits, snuff, starch, patent medicines, sugar, not refined, and molasses; two last on a sliding scale to 10 per cent. in 1862.

Unrefined sugar, \$1 20 per cwt. and $12\frac{1}{2}$ per cent.; molasses, 4 cents per gallon and $12\frac{1}{2}$ per cent.; coffee, roast or ground, \$2 75 per cwt. and $12\frac{1}{2}$ per cent.; spices, ground or unground, 30 per cent.; fruits, 30 per cent.; snuff, 7 cents per pound and $12\frac{1}{2}$ per cent.; starch, $12\frac{1}{2}$ per cent.

CLASS 4.

15 per cent.—Tea and green coffee; on sliding scale to 5 per cent. after January, 1863.

Tea, 2 cents per pound and $12\frac{1}{2}$ per cent.; coffee, green, 92 cents per cwt. and $12\frac{1}{2}$ per cent.

CLASS 5.

25 per cent.—Manufactures of leather, viz: boots and shoes, harness and saddlery; clothing or wearing apparel made by hand or sewing machine.

Manufactures of leather, boots and shoes, saddlery, clothing, wearing apparel, &c., $12\frac{1}{2}$ per cent.

CLASS 6.

Goods paying 20 per cent.: leather, and *almost every manufacture.*

Unenumerated goods, $12\frac{1}{2}$ per cent., including leather, and almost all manufactures, woollens, cottons, tobacco, (this article being also subject, when manufactured, to about 2 cents per pound, and snuff to 7 cents per pound,) hats, furniture, glass, axes, edge tools, agricultural implements, hardware, castings, mowing machines, &c.

CLASS 7.

Book, map, and printing paper, 15 per cent.

Paper, $12\frac{1}{2}$ per cent.

CLASS 8.

10 per cent.—Ships, books, iron, brass, or copper in bar, rod, hoop, or sheets, wire, boiler plates, maps, sheet lead, candle wick, cotton yarn, &c.; mill shafts, cranks, forged in the rough, and generally all articles partially manufactured.

Books free; iron, brass, and copper, and most articles in this class, $2\frac{1}{2}$ per cent.

CLASS 9.

Specific—Whiskey, 18 cents per gallon.

Whiskey, 5 cents per gallon and $12\frac{1}{2}$ per cent.

CLASS 10.

Free—Iron, zinc, and tin, in pigs or blocks, all articles named in the treaty, (with nominal exceptions,) bookbinder's tools, canvas for sails, various articles, if used for ship building, hat felts and bodies, &c.

Iron, brass, &c., in pigs or blocks, $2\frac{1}{2}$ per cent.

APPENDIX No. 6.

Statement exhibiting in contrast the value of each class of imports into each country from the other, of the different classes of all articles enumerated in the treaty, for five years before the treaty, and to January 1, 1859.

	1850.		1851.		1852.		1853.		1854.
	Into the United States.	Into Canada.	Into the United States.	Into Canada.	Into the United States.	Into Canada.	Into the United States.	Into Canada.	
Produce of the mine.....	.....	\$41,587	\$17,623	\$62,516	\$192	\$64,857	\$58,400	\$126,586	\$118,628
Do..... forest	\$1,539,488	45,505	1,279,929	18,620	1,838,775	116,159	2,589,898	66,620	2,131,725
Do..... sea	30,943	21,473	43,784	26,494	50,289	31,079	73,422	383,436	85,472
Animals and their produce....	490,477	455,036	564,787	962,176	966,189	454,475	1,107,870	570,587	684,439
Agricultural produce.....	2,706,362	427,084	1,937,293	676,327	3,277,929	473,137	4,949,576	668,113	5,295,667
Totals.....	4,767,270	990,685	3,843,416	1,746,133	6,133,374	1,139,707	8,779,166	1,815,342	8,305,931
	1855.		1856.		1857.		1858.		
	Into the United States.	Into Canada.	Into the United States.	Into Canada.	Into the United States.	Into Canada.	Into the United States.	Into Canada.	
Produce of the mine.....	\$256,182	\$23,303	\$425,739	\$84,228	\$189,894	\$509,494	\$93,405	\$324,374	
Do..... forest	107,459	3,016,880	186,830	3,345,284	3,393,068	411,820	3,290,383	232,177	
Do..... sea	74,851	148,550	261,853	140,948	154,417	314,226	158,485	157,674	
Animals and their produce....	845,591	1,485,925	1,878,664	2,375,388	1,974,516	2,134,339	2,231,786	1,464,873	
Agricultural produce	1,500,521	11,801,435	4,972,475	11,864,836	7,100,413	5,272,151	5,740,305	3,385,517	
Totals.....	2,784,604	16,476,093	7,725,561	17,810,684	12,812,308	8,642,030	11,514,364	5,564,615	

APPENDIX No. 7.

Summary showing an annual excess of exportations from Canada to the United States above those to all other countries together, from December 31, 1854, to January 1, 1859.

Years.	Total exports from Canada to the United States, Great Britain, and all other countries.	Exports from Canada to the United States.
1855.....	\$28,108,461	\$20,002,290
1856.....	32,047,016	20,218,653
1857.....	27,006,624	14,762,641
1858.....	23,472,609	13,373,138
Total	110,634,710	68,356,722
Exports to the United States	68,356,722	
Exports to all other countries.....	42,277,988	
Amount of Canadian exports to the United States above those to Great Britain and all other countries.....	26,078,734	

APPENDIX No. 8.

Summary showing an annual excess of importations into Canada from the United States above those from all other countries together, from December 31, 1854, to January 1, 1859.

Years.	Imports into Canada from the United States and all other countries.	Imports into Canada from the United States.
1855.....	\$36,086,169	\$20,828,676
1856.....	43,584,387	22,704,509
1857.....	39,430,597	20,224,650
1858.....	29,078,527	15,635,565
Total	148,179,680	79,393,400
Imports from the United States.....	79,393,400	
Imports from all other countries.....	68,786,280	
Imports from the United States above those from Great Britain and all other countries.....	10,607,120	

Mr. Galt, finance minister of Canada, reports, March 1, 1860, page 36, as follows:

“By extending the *ad valorem* principle to all importations and thereby encouraging and developing the direct trade between Canada and all foreign countries by sea, and so far benefitting *the shipping interests of Great Britain*—an object which is partly attained through the duties being taken upon the value in the market where last bought—the levy of specific duties for several years had completely diverted the trade of Canada in teas, sugars, &c., to the American markets, (our Atlantic cities,) and had destroyed a very valuable trade which formerly existed from the St. Lawrence to the lower provinces and West Indies. It was believed that the competition of our canals and railroad systems, (*via* Portland,) together with the improvements in the navigation of the Lower St. Lawrence, justified the belief that the supply of Canadian wants might be once more made by sea, and the benefits of this commerce obtained for our own merchants and forwarders. Under this conviction it was determined by the government to apply the principle of *ad valorem* duties.”

From the same, page 38:

“Any increase of duty which has been placed on English goods is quite indemnified by the decreased costs at which our canals, railways, and steamships enable them now to be delivered throughout the province, and that if the question were one of competition with Canadian manufacturers the *English exporter* is quite as well off as before, while as compared with the *American* his position is greatly improved.”

SAINT PAUL, May 2, 1860.

SIR: Allow me to submit some considerations in favor of the Canadian reciprocity treaty:

The newspapers represent so persistently that a reaction of public sentiment exists, which threatens the stability of this measure, that I have ventured to present the results of an inquiry into its operation, at least so far as these can be gathered from public documents.

Not feeling certain that such a communication would be regarded as within my instructions from the Treasury Department, I have given it the form of a distinct memoir, without any special address.

For the present I can safely aver that there is but one sentiment west of Buffalo on the line of the great lakes, and that is hostility to the abrogation of the reciprocity treaty. If any change is demanded it is in a different direction—in favor of its territorial extension to the new province soon to be organized northwest of Minnesota and British Columbia, and of its enlargement, as soon as practicable, so as to merit the designation of a *zollverein* or customs union.

That statesman is to be congratulated whose name shall be conspicuously identified with such a measure. I hope that you, sir, will

be able to present it, either as a definite recommendation or as a fact accomplished, in your next annual report.

I shall labor earnestly to prepare and communicate such statistics as will assist you in determining whether a policy thus comprehensive is not dictated by the best interests of the treasury, as well as by other considerations of great public importance.

I remain, sir, very respectfully, your obedient servant,

JAMES W. TAYLOR.

Hon. HOWELL COBB,

Secretary of the Treasury.

REPORT OF JAMES W. TAYLOR.

Canadian reciprocity treaty—some considerations in its favor.

The commercial relations of the United States can be readily investigated by the people from the records and documents published by the government. Secrecy attends diplomacy and publication is exceptional, but on all questions of revenue and finance open discussion has prevailed. Hence our public debates are on no subject more exhaustive than upon the tariff question, and the reports of the Treasury Department are carefully studied whenever regulations of commercial interests are agitated.

Public attention has recently been called to the reciprocity treaty between the United States and the British possessions in North America. Hostility to its continuance is manifested in influential quarters. The first impulse of the citizen interested in the discussion is to refer to the archives of the government, as published by Congress, and by study and comparison of authentic statistics to determine the results of the treaty in question. At least, until other materials for decision are interposed, our investigations may properly be allowed such a range.

The general principle which should govern the policy of the United States in the further consideration of this subject, it will be conceded, is presented in the following extracts from the "Commercial Relations of the United States," published by Congress, under the direction of the Secretary of State, in 1856, page 9:

"The commercial policy of the United States, from the very infancy of the government, has been to encourage reciprocity and freedom of commerce with all nations willing to adopt a similar principle. In the report from the Treasury Department on the subject of commerce submitted to Congress in 1791, the basis of a commercial system was adopted, in which the Secretary argued that duties imposed upon imports would be disadvantageous in building up trade. 'Instead,' the report adds, 'of embarrassing commerce under piles of regulating laws, duties, and prohibitions, it should be relieved of all its shackles in all parts of the world. Would even a single nation

begin with the United States this system of free commerce, it would be advisable to begin it with that nation.' "

Again, upon the topic of the navigation laws, page 13: "The ablest pens in England have been employed in demonstrating that it is to other causes than the navigation laws that Great Britain owes her vast commercial greatness, and that naval ascendancy which she has so long maintained; and it is a question still unsettled whether the adoption by the United States of the navigation laws and restrictive policy of Great Britain, even as a means of protection and self-defence, was as beneficial in its ultimate results upon the commercial prosperity of the country as would have been a strict adherence to the maxim of Mr. Jefferson, already cited, that 'commerce should be relieved from all its shackles in all parts of the world.' Be this as it may, the enlightened policy which now rules the councils of Great Britain—the policy of Mr. Pitt and Sir Robert Peel—has dissipated the fallacies upon which past legislation was based, and has demonstrated already, in the brief period of five years, (since 1850,) that England can best compete with the merchant marine of the world by placing the trade of every port in her vast dominions, European and colonial, for the ships of all countries, upon the footing of an unrestricted coasting trade."

The repeal of the British navigation laws was preceded so immediately as to be a part of the measure, by relieving the colonies from discriminating and prohibitory duties on imports inland, imposed by the British Parliament for imperial purposes. Thus, the only imposts to which the commerce of the United States, with the colonies of Great Britain, is now subject, are the colonial duties imposed by the local legislatures of the respective colonies; and these apply, with some few exceptions, equally to British importations and British bottoms.

By the repeal of the corn laws, Great Britain withdrew very important discriminations in favor of colonial grain; but the timber duties continued, prior to 1860, to favor the North American colonies. Until the adoption of Mr. Gladstone's late budget, colonial timber paid a duty of only ten shillings per load, but timber of foreign growth paid a duty of fifty-five shillings per load. The English mercantile marine complained of this protection to Canada as injurious to their interests, especially since the repeal of the navigation laws, and it is now discontinued.

These events—the prevalent policy of the home government since 1849-'50—have recognized the principle of colonial self-government. While England has imposed upon the colonies the duty of self-support, she concedes to them, unqualifiedly, the sovereign disposition of local interests, including the subject of revenue.

Then followed the reciprocity treaty of 1854, substituting an enlarged trade with the United States for exclusive access to the markets of Great Britain.

The leading provision of the reciprocity treaty of June 5, 1854, was a permanent adjustment of the fishery dispute—declaring the

rights of the respective parties, often and then in serious conflict, to the fishing banks adjacent to the northwestern Atlantic coast.

At the conclusion of the peace of 1783, the treaty between the United States and Great Britain stipulated the right of Americans "to take fish on the Grand Bank and all other banks of Newfoundland, in the Gulf of St. Lawrence, and all other places in the sea, where the inhabitants of both countries had been used before, and the liberty to fish on such parts of the coast of Newfoundland as British fishermen used, (but not to dry or cure fish thereon,) and on the coasts, bays, and creeks of all other British dominions in America."

The war of 1812 abrogated the above. The convention of 1818 secured to the United States the right to fish all along the coasts and harbors of British North America, but not within three marine leagues of the shore, and to cure fish in such bays and harbors as were not inhabited, and also to enter any bay or harbor for shelter, to repair damages, or to obtain provisions or water.

Such a provision made collision almost unavoidable. American vessels were frequently seized within the three mile limit. And cruisers, with each recurring season, were despatched to accompany and protect the fishermen. Lord Elgin lately observed in a speech at Liverpool, that when the negotiation of the reciprocity treaty was in progress at Washington, "a British admiral and an American commodore were sailing on the coast with instructions founded upon opposite conclusions, and a single indiscreet act on the part of one or the other of those naval officers would have brought on a conflict involving all the horrors of war."

The first article of the treaty was occupied with an adjustment of this fishery question. It was agreed that "in addition to the liberty secured by the convention of October 20, 1818, of taking, curing, and drying fish on certain coasts of the British North American colonies therein defined, the inhabitants of the United States shall have, in common with the subjects of her Britannic Majesty, the liberty to take fish of every kind, except shell fish, on the sea coast and shores, and in the bays, harbors, and creeks of Canada, New Brunswick, Nova Scotia, Edward's island, and of the several islands adjacent thereto, without being restricted to any distance from the shore, with permission to land upon the coasts and shores of those colonies and the islands thereof, and also upon the Magdalen islands for the purpose of drying their nets and curing their fish."

The preamble stated as a prominent motive to the treaty, a desire "to avoid further misunderstanding in regard to the right of fishing on the coasts of British North America." The second article secured a similar privilege to British subjects on the eastern sea-coasts, shores, and islands, north of the 36th parallel of north latitude.

President Pierce, in his last annual message, (December 2, 1856,) alludes prominently to the treaty as a measure of pacification, while expressing his satisfaction with its commercial operation. His language is annexed :

"The treaty between the United States and Great Britain of the

5th of June, 1854, which went into effective operation in 1855, put an end to causes of irritation between the two countries, by securing to the United States the right of fishing on the coast of the British North American provinces, with advantages equal to those enjoyed by British subjects. Besides the signal benefits of this treaty to a large class of our citizens engaged in a pursuit connected to no inconsiderable degree with our national prosperity and strength, it has had a favorable effect upon other interests in the provision it made for reciprocal freedom of trade between the United States and the British provinces in America.

“The exports of domestic articles to these provinces during the last year amounted to more than twenty-two million dollars, exceeding those of the preceding year by nearly seven million dollars; and the reports therefrom, during the same period, amounted to more than twenty-one million—an increase of six million upon those of the previous year.

“The improved condition of this branch of our commerce is mainly attributable to the above-mentioned treaty.”

Are parties, who demand the abrogation of the treaty, willing to remit the country to the uncertainties and hazards of the convention of 1818? Or do they hope to discriminate between the first and third articles, retaining what is of exclusive advantage to the United States, while discarding those provisions which have proved beneficial to our provincial neighbors?

Article four of the treaty secures to the citizens and inhabitants of the United States the freedom of navigation on the river St. Lawrence and the canals of Canada, and to British subjects the same right upon Lake Michigan.

The hostility manifested in certain quarters is probably founded upon the third article, which admits the products enumerated in a schedule annexed, being the growth and produce of the British colonies and the United States, respectively, free of duty.

The practical results of this stipulation are unchanged since President Pierce congratulated the country in 1856. Successive Secretaries of the Treasury have been content to tabulate the progress of exports and imports under the reciprocity treaty, the balance of trade being always favorable to the United States. In the report just published this comparative statement is made to include the year terminating June 30, 1859, and exhibits the increase of exports for that year from the United States over the year 1852 to be \$17,645,158; increase of imports, \$13,617,252; excess of exports over imports, \$8,426,623. (See Report on the Finances, 1858-'59, page 357.)

It is alleged that since the date of the treaty Canada has increased the duties upon imports, especially by the tariff of 1858. Granted; but this is no reasonable ground for complaint. Canada is careful to include in the free list every article named in the schedule of the treaty; and, as to the manufactured articles, what right have we to demand that the provinces should encourage importations from the United States when our legislation of 1846 imposed duties as high as thirty per cent., and the act of 1857 only reduced their average to

twenty-four per cent. upon Canadian manufactures. Canada needs revenue; the public lands, as with us, have ceased to yield any considerable revenue, and it became a public necessity to increase the tariff. In doing so how can he assert that Canada "has acted in bad faith to the United States and violated the spirit of the reciprocity treaty," to repeat the current complaints of the New York journals?

But the most direct treatment of the objections to the reciprocity treaty is to compare the Canadian and American tariffs, especially in respect to manufactures:

Articles.	Rates of duty.		
	American Tariff.		Canadian Tariff.
	1846.	1857.	1858.
Manufactures of wood.....	30	24	15
Manufactures of mahogany..	40	40	15
Wax, bees'	20	15	15
Refined sugar.....	30	24	Specific; \$2 50 per 100 lbs.
Chocolate	20	15	15
Spirits from grain, whiskey.	100	30	Specific; 18c. per gallon.
Spirits from grain, other....	100	30	Specific; 50 to 100c. per gal.
Molasses	30	24	Specific; 4c. per gallon.
Vinegar	30	24	Specific; 6c. per gallon.
Beer, ale, porter, cider.....	30	24	Specific; 8, 25, 12½c. (<i>Vide.</i>)
Linseed oil.....	20	15	15
Spirits of Turpentine.....	20	15	15
Household furniture.....	30	24	20
Carriages and cars.....	30	24	20
Hats	30	24	20
Saddlery	30	24	24
Candles	20	15	20
Soap	30	24	Specific; \$1 25 per 100 lbs.
Soap, perfumed and fancy..	30	24	20
Snuff	40	30	Specific; 10c. per lb.
Tobacco, manufactured.....	40	30	Specific; 5, 7½, 10c., per lb. (according to value.)
Leather.....	20	15	20
Leather, boots and shoes...	30	24	24
Cables and cordage.....	25	19	Free
Gunpowder	20	15	15
Salt	20	15	Free.
Lead	20	15	5
Iron—pig, bar, nails, &c...	30	24	5
other manufactured..	30	24	5
agricultural imple'nts	30	24	"spades," &c. 20
Copper—in pigs and bars..	5	4	5
manufactures of...	30	24	20
Brass—in pigs and bars....	5	Free	Free
manufactures of	30	24	20
Brass and copper wire and cloth	30	24	5

Rates of duty.

Articles.	American Tariff.		Canadian Tariff.
	1846.	1857.	1858.
Medical preparations	30	24	20
Medical drugs	20	15	15
Cottons (average duties)	25	19	15
Hemp, manufactures of	20	15	15
Wearing apparel	30	24	25
Earthenware	30	24	15
Combs	30	24	15
Buttons	25	19	16
Brushes and brooms	30	24	20
		(Brooms, corn, S.; 50c. p. doz.)	
Umbrellas and parasols	30	24	15
Printing materials	20	15	15
Musical instruments	20	15	20
Books and maps	10	8	Free.
Paints	20	15	15
Glassware	30	24	20
Tinware	30	24	5
Manufactures of pewter and lead	30	24	15
Manufactures of marble	30	24	20
Manufactures of India rubber	30	24	20
Manufactures of gold and sil- ver leaf	15	12	20
Artificial flowers	30	24	15
Lard oil	30	24	15
Manufactures of wool	30	24	15
hair	25	19	15
fur	30	24	20
goat's hair	25	19	20
silk	25	19	20
worsted	25	19	15
hemp	20	15	15
flax	20	15	15

Average ad valorem duties in force, in 1857, about 21 per cent; in 1858, about 16 per cent.

Our manufacturers demand that Canada shall restore the scale of duties existing when the reciprocity treaty was ratified, on penalty of its abrogation. When it is considered that the duties imposed by the American tariff of 1857 are fully 25 per cent. higher than the corresponding rates of the Canadian tariff, the demand borders on arrogance.

What has been the effect of the Canadian tariff of 1858 upon our exports of manufactures? It went into operation August 7, 1858; consequently the exports from the United States of dutiable articles for the year ending June 30, 1858, as compared with the exports for the year ending June 30, 1859, will exhibit the comparative operation of the former and the existing tariffs:

Exports from the United States to Canada.

Articles	1858.	1859.
Adamantine and other candles.....	\$10,006	5,415
Beer, ale, and porter, in casks.....	6,809	2,707
Books and maps.....	50,364	150,034
Bricks, lime, and cement.....	31,547	25,477
Brooms and brushes.....	5,518	4,149
Buttons.....	3,168	....
Cables and cordage.....	18,494	28,433
Carriages, railroad cars, parts of, &c.....	24,681	20,449
Combs.....	1,127	12,824
Copper and brass, manufactures of.....	66,803	60,511
Drugs and medicines.....	74,965	58,529
Earthen and stone ware.....	9,889	9,350
Fire engines and apparatus.....	5,900	1,200
Gunpowder.....	6,020	137
Hats—of fur and silk.....	47,687	115,571
of palm leaf.....	1,741	579
Household furniture.....	183,566	136,765
Manufactures of India rubber—shoes.....	707	169
other.....	20,863	13,048
Iron—bar.....	21,331	10,852
castings.....	62,734	41,918
nails.....	13,209	11,136
pig.....	23,260	18,240
manufactures.....	614,439	697,713
Jewelry, real and imitation.....	6,617	15,914
Lard oil.....	9,160	1,277
Lead.....	1,407	872
Leather.....	258,563	216,436
Leather manufactured—boots and shoes.....	242,450	211,147
Linseed oil.....	9,568	7,854
Manufactured tobacco.....	670,466	1,205,684
Cotton, manufactured—printed, &c.....	30,009	34,197
white, other than duck.....	30,994	47,132
duck.....	1,170	4,284
other.....	148,240	398,177
Glass, manufactures of.....	59,470	85,232
Hemp, manufactures of—bags.....	4,986	2,05
cloth.....	....	335
thread.....	14	....
other.....	1,868	1,941
Marble and stone, manufactures of.....	86,622	53,883
Pewter and lead.....	737	76
Tin.....	7,166	15,451
Wood.....	184,691	45,146
Molasses.....	58,568	51,510
Musical instruments.....	72,607	104,534
Paints and varnish.....	31,193	27,193

Articles.	1858.	1859.
Paper and stationery	55,341	78,825
Printing presses and type	15,694	1,771
Saddlery	1,805	911
Salt	155,872	201,835
Snuff	2,490	63,909
Soap	7,511	5,727
Spirits, from grain	94,741	31,481
molasses .....	.....	257
other materials	2,125	2,082
of turpentine	3,908	6,432
Sugar—brown	94,630	179,158
refined	17,447	48,995
Trunks and valises	10,620	3,992
Umbrellas, parasols, &c	1,379	1,478
Vinegar	1,287	6,845
Wearing apparel	14,059	9,373
	2,560,413	3,140,275

Thus it will be seen that the exports of manufactured articles from the United States to Canada were greater by \$579,862, under the operation of the revised tariff, than for the year ending June 30, 1858, which had the full benefit of the reduced rates prescribed by the tariff in force prior to August 7, 1858. Of course, the efforts now making in the provinces to establish domestic manufactures preclude the entire monopoly of the market by American manufacturers, but this is unavoidable and warrants no strictures on our part.

It is a sufficient reply to this sudden clamor of hostility that the present range of Canadian duties is demanded by the exigencies of the government; and that the act of 1858 was a revenue measure is obvious from the fact that a considerable taxation is imposed upon tea and coffee, articles which the American government does not venture to charge with an impost. Our manufacturers should consider that the duties on these staples of consumption render it practicable for the Canadians to tax American manufactures only fifteen to twenty per cent. ad valorem, instead of the duties imposed by us upon Canadian manufactures, which, as is apparent from the preceding table, range from twenty to twenty-five per cent. ad valorem.

Still it is due to candor to add that a public sentiment is organizing in Canada, similar to that which has been so influential upon American legislation, and which insists upon such an adjustment of customs as will furnish incidental protection to manufactures. The *New York Scottish American* (a very intelligent journal, which gives much attention to provincial interests) remarks as follows under date of April 7, 1860:

“The people of Canada are now setting themselves in earnest to extend and diversify their productive resources. The public intelligence is fairly awakened to the necessity of the country becoming

self-supporting, as the first step toward solid and enduring success. The movement in favor of native manufactures is assuming a practical form. Several woollen mills, already in operation, have as great a demand as they can supply for the very excellent articles of clothing which they produce. Attention is being directed to the growth and manufacture of flax, a commodity for the production of which the province is well adapted; and in several localities arrangements are being made for the establishment of cotton factories. The latter are about to be started by joint stock companies at Toronto, Dundas, and Sherbrooke, and similar movements are being talked of in other places. Sherbrooke is well situated for such an enterprise, with abundant and constant water power, with cheap labor to be procured from the neighboring French population, and a surrounding country of great fertility, formed chiefly by an enterprising class of people from England and Scotland. Lower Canada, indeed, presents special advantages for manufacturing industry. With its abundant and cheap labor, supplied from among a people who are capable of steady and pains-taking habits when they are properly directed, it needs but the energy and resources of British capitalists to turn to good account the disposition now evinced in Canada, both by the government and the people to support native manufactures. Now, more than ever, it is absolutely essential that attention should be given to these branches of artificial production; for the abolition of the differential duties on timber, just introduced by the British chancellor of the exchequer, will have the effect of diminishing very materially the amount of what has hitherto been the principal export of the country, or if it does not reduce the quantity, it will at all events lower the price. This is the opinion of those best acquainted with the business, and therefore it will be well to consider the advice given by the *London Times* and turn attention to some other branch of production, though certainly not to agriculture, which already engrosses a sufficient proportion of the labor of the province. The cotton manufacture appears to be in most favor, on account of the facilities now afforded by the Grand Trunk railway in bringing the raw material direct from St. Louis."

The annual report for 1859 of the board of trade of the city of Toronto enumerates, as recent and successful establishments, the manufactures of leather, soap and candles, whiskey and ale, cigars, ground coffee, spices, and mustard, nails, earthenware, boots and shoes, &c. These Canadian manufactures are mostly absorbed by home consumption, yet some of them, notwithstanding our duties of 20 per cent. and upwards, begin to appear in American markets. I annex a few manufactured articles, and our imports of them from Canada, during the years 1858 and 1859.

Imports from Canada to the United States.

Articles.	1858.	1859.
Beer, in casks	\$4,780	\$6,160
in bottles	696	898
Boots and shoes, other than leather	787	981
Clothing, ready made	1,186	1,166
Cotton, piece goods	252	2
thread twist	81	
velvets	27	480
not specified	1,084	1,628
Feathers and flowers	66	289
Flax, manufactured linens, bleached, and unbleached	21	38
Flax, manufactured, not specified	245	354
Furs, manufactures of	338	501
Jewelry, gold and silver, manufactures	435	480
Hats and bonnets of straw	4,527	7,700
India-rubber, manufactures of	304	5,070
Iron, bar	623	221
cables, chain	3	690
cutlery	139	1,441
muskets and rifles	375	672
pig	12,324	5,783
railroad	115,162	209,672
sheet	2,233	1,347
other manufactures	16,293	19,883
Leather, manufactured, boots and shoes	701	696
gloves		474
skins tanned	544	2,066
tanned, sole	196	2,309
not specified	2,874	3,397
Salt	20,878	15,231
Silk, manufactured, piece goods	147	416
not specified	536	804
Spirits, brandy	13,973	18,579
from grain	4,006	2,785
from other materials	299	803
Sugar, brown	976	4,958
Wares, china, earthen, &c	850	13,753
Wood, manufactures of	21,820	36,578
Wool and worsted, manufactured—		
Blankets	34	76
Carpeting	464	125
Flannels	50	134
Piece goods	1,897	1,311
Not specified	2,008	5,555
	234,234	375,201

This aggregate of Canadian manufactures, which were brought into the United States during 1858-'59, although exceeding by \$140,967 the similar import of 1857-'58, is insignificant in comparison with the movement of American manufactures into Canada during the same periods, and which exceeded three million dollars for the year ending June 30, 1859. Surely our manufacturers, difficult as they are to satisfy, have no good reason for dissatisfaction with the reciprocity treaty.

But prominent Canadian statesmen present another alternative for our consideration than to restore restrictions upon the trade and commerce of kindred communities. It consists of the removal of existing restrictions. It is proposed by a leading politician of Upper Canada, (Hon. Isaac Buchanan, M. P. P., of Hamilton, in a late address to his constituents,) "*to extend the reciprocity treaty to manufactures,*" "*to carry reciprocity further, and establish between the provinces and the United States an American Zoll-Verein, each country adopting the policy of unlimited free trade with each other, and the same protection to domestic manufactures.*"

Instead of abrogating the reciprocity treaty, will not the government concur in this suggestion, and propose its enlargement?

It is insisted that the frontier States are hostile to the treaty, and in favor of giving notice of a wish to terminate the same. What is the evidence of such a disposition? Do the New England States desire to involve their fishing interests in the embarrassments from which the treaty relieved them? Is the country at large disposed to incur again the risk of hostilities between American and English cruisers, which was imminent in 1853-'54? What evidence is there that the lake States would be satisfied by a surrender of free navigation upon the St. Lawrence river and the canals of Canada?

In response to these and similar questions the following extract of a recent article from the *Detroit Tribune* is pertinent:

"We do not know what effect the treaty has had upon the lake States, but it has certainly produced no such disastrous results upon Michigan. Undoubtedly, Canada derives more advantage from it than we do, unless we offset the opening of the direct trade between the lakes and Europe against the very general advantages it has conferred upon them; but it has driven no manufactories or manufacturers from Michigan into Canada, nor has it, so far as we have ever heard, injuriously affected our manufactures. The trade which has grown up under the treaty is mutually beneficial. On the 30th of September we (Michigan) had exported to Canada since the treaty went into operation, of raw material, manufactured wood, &c., and foreign productions, mostly sugar, molasses, coffee, and tea, to the value of \$23,457,760, and imported only \$15,805,509 worth, leaving a balance in our favor of \$7,651,271. In addition to this, the trade has given large employment to our shipping, about one-half of the above aggregate of \$39,000,000 having been carried or brought by our own vessels."

The Chicago board of trade bears emphatic testimony to the satis-

factory operation of the treaty, and expresses surprise and alarm at the movement in favor of its abrogation.

We have exhibited our exportations of American manufactures to Canada. It will further illustrate the interests which are now connected with this subject to append those articles of export to British America which are the natural products of the United States, for the year ending June 30, 1859. Under the reciprocity treaty these enter free of duty.

Exports from the United States to British America.

Articles.	1858-'59. To Canada.	To other British N. A. possessions.
Apples	\$8,685	\$20,112
Ashes	75,675	
Beef	26,506	71,409
Boards, plank, and scantling,	13,562	105,066
Butter	15,256	198,786
Cheese	50,126	16,610
Clover seed	5,981	1,197
Coal	225,898	25,040
Cotton	7,100	220
Fish, dried or smoked,	31,394	16,369
Fish, pickled,	6,601	4,493
Hams and bacon	68,394	165,437
Hemp	1,137	350
Hewn timber	700	9,299
Other lumber	20,158	23,799
Hides	474,366	1,550
Hogs	544,154	
Horned cattle	1,200,696	43,375
Horses	36,900	12,305
Hops	11,364	2,942
Indian corn	439,125	93,320
Indian meal	60,740	179,919
Lard	69,642	20,692
Mules		3,390
Pork	542,972	667,837
Potatoes	27,344	9,012
Rice	21,969	19,127
Rosin and turpentine	73,026	17,613
Rye meal	2,615	29,130
Rye, oats, &c., (small grain,)	163,052	56,909
Sheep	20,288	2,060
Skins and furs	60,555	4,850
Tallow	113,013	58,577
Tar and pitch	8,743	17,870
Tobacco leaf	174,812	28,584
Wheat	1,178,560	100,717
Wheat flour	1,666,546	2,962,171
Wool	224,881	

The report upon commerce and navigation returns \$394,131 to Canada, and \$162,045 to other provinces, as the value of raw articles, many of which would doubtless be included in the free list of the treaty; but the object of the foregoing statement is less to exhibit aggregates than to show how every portion of the country is interested in the trade, which has grown up within four years under the encouragement of the policy of reciprocity.

The late attack upon that policy can be traced exclusively to one quarter, the shipping interest of New York and Philadelphia, and the lines of transportation between those cities and the west. Pennsylvania, as a State, cannot share the sentiment, for coal and iron, with the manufactures of the latter, are prominent exports to Canada; while the other manufacturing interest, both of Pennsylvania and New York, gain largely from the consumption of their products in the provinces. But the importing and railroad interests of the two States are apprehensive of the competition of the Grand Trunk railway and the navigation of the St. Lawrence; and the northwestern and even the Mississippi States must be forced, by the abrogation of reciprocal trade and navigation, to pursue, exclusively, certain channels of communication. It is not possible that the government of the United States can be induced to yield to such an appeal.

The foregoing considerations have been suggested by the documentary evidence before me. There may be other facts, which would warrant other conclusions, but the records of the country, particularly the reports of the Treasury Department, are, without exception, a complete vindication of the treaty of June 5, 1854.

Still, if there is necessity for revision, let it be in the direction of the principle which the United States has always advanced, freedom, not restriction, of commercial intercourse.

JAMES W. TAYLOR.

REMOVAL OF LATE COLLECTOR AT MILWAUKIE.

LETTER

FROM THE

SECRETARY OF THE TREASURY,

IN ANSWER TO

*A resolution of the House in reference to the removal of Morritz Shoeffler,
late collector of the customs at Milwaukie.*

JUNE 18, 1860.—Laid upon the table and ordered to be printed.

TREASURY DEPARTMENT, *June 12, 1860.*

SIR: In answer to a resolution of the House of Representatives of the 20th March last, in reference to the removal of Morritz Shoeffler, late collector of customs at Milwaukie, Wisconsin, I have the honor to state that Morritz Shoeffler was removed from office on the 21st December, 1858. Subsequently circumstances induced me to order an investigation of his official books and accounts in the custom-house, and with that view I directed Mr. J. B. Guthrie, special agent, to proceed with as little delay as possible to Milwaukie to make the investigation and report the result to this department.

On the 28th March, 1859, Mr. Guthrie reported that he had examined the books and records of the custom-house, and had ascertained an apparent balance of public money in the hands of Morritz Shoeffler, late collector, amounting to \$23,470 97, for which he had never accounted to the department, and could then only pay over \$3,591 42.

Legal proceedings were then instituted by the Solicitor of the Treasury to recover on M. Shoeffler's official bond the balance due the United States, \$19,879 55.

I herewith enclose a report from the Solicitor of the Treasury, showing the condition of the legal proceedings against M. Shoeffler and his sureties.

I have the honor to be, very respectfully, your obedient servant,

HOWELL COBB,

Secretary of the Treasury.

HON. WILLIAM PENNINGTON,

Speaker House of Representatives.

OFFICE OF THE SOLICITOR OF THE TREASURY,
March 26, 1860.

SIR: I have received to-day the resolution of the House of Representatives offered by Mr. Potter, touching the removal of Morritz Shoeffler, late collector at Milwaukie, Wisconsin, and the evidence of his default, which was referred by you to me for a report of the condition of the legal proceedings instituted in the case, and have the honor to say that, in pursuance of instructions contained in your letter of 17th August, 1859, which appear to have been based on information received from R. S. Sproule, esq., special agent, I procured from the Commissioner of Customs a copy of the official bond of said Shoeffler, dated December 1, 1858, and enclosed it to the United States district attorney of Wisconsin on the 19th August, 1859, with directions to cause proceedings to be immediately instituted against Morritz Shoeffler, under the independent treasury act of August 6, 1846, and also against him and the sureties upon his official bond, to recover the amount due from him to the United States in the transcripts of his accounts, which were then being copied in the office of the Commissioner of Customs.

The district attorney acknowledged the receipt of these instructions on the 25th August, 1859, and reported that he had commenced suit on the bond. Three days after he reported further "that on the 26th instant he had Mr. Shoeffler arrested on a criminal warrant under the independent treasury act, and that he gave bail in the sum of \$10,000 for his appearance to answer an indictment from the grand jury on the first Monday in January, 1860."

The transcripts of Mr. Shoeffler's accounts were furnished to me on the 30th August, 1859, and forwarded to the district attorney on the 3d of September following. From those and certified copies of letters which accompanied them it appeared that Mr. Shoeffler was in debt to the United States in the sum of \$11,885 60, and that the only real differences between the amounts charged to him in the treasury adjustment of his accounts during his term of office and his statement of moneys received and paid during the same period were \$18 for duties short credited on merchandise in June, 1858, and \$210 for official fees returned as having been received by him from the commencement of his official term to June 30, 1858, and paid out by him for contingent expenses of his office.

In the civil suit declaration and rule to plead were filed September 5, 1859, and the defendants filed a plea November 14, 1859. On the 13th January, 1860, replication to defendants' plea was filed by the United States attorney, and on the day following the defendants filed a demurrer to the replication. The cause stood in that condition when the court adjourned, and is still pending. The points raised by the pleadings have not been reported to this office.

No report whatever has been received concerning the criminal prosecution against Mr. Shoeffler since August 28, 1859, before referred to. Prosecutions for violations of the criminal laws not being under the

control of the Solicitor of the Treasury, no report to me was necessary or required.

The evidence of Mr. Shoeffler's default will be found in the office of the Commissioner of Customs. The transcripts sent to me by that officer were sent to the district attorney, and copies were not retained.

I return herewith the resolution offered by Mr. Potter, and am,

Very respectfully, your obedient servant,

JUNIUS HILLYER, *Solicitor.*

Hon. HOWELL COBB,

Secretary of the Treasury.

CORRESPONDENCE WITH GENERAL HARNEY.

LETTER

OF

THE SECRETARY OF WAR,

COMMUNICATING

*Copies of correspondence with General Harney, not heretofore published,
in reference to his administration in Oregon.*

JUNE 20, 1860.—Laid upon the table and ordered to be printed.

WAR DEPARTMENT, June 20, 1860.

SIR: I have the honor to transmit herewith the papers called for by the resolution of the House of Representatives of the 12th instant, by which the Secretary of War is requested "to furnish the House of Representatives all correspondence on file in the War Department, not heretofore published, having reference to General Harney's administration of the department of Oregon."

Very respectfully, your obedient servant,

JOHN B. FLOYD,
Secretary of War.

Hon. WILLIAM PENNINGTON,
Speaker of the House of Representatives.

HEADQUARTERS DEPARTMENT OF OREGON,
Fort Vancouver, W. T., March 2, 1860.

COLONEL: On the 2d of September last I notified your office of the necessity of some 350 recruits to fill up vacancies in the 9th regiment of infantry in the spring of this year. That regiment having been organized in the year 1855, all of its enlistments expire about the same time, and the inducements in mining in this country are such that very few, if any, of the men will re-enlist.

By the return of this department for the month of December, 1859, you will perceive 153 recruits are needed. These vacancies belong principally to other regiments, and should be added to the number estimated for in September last.

This department, then, will require at least 500 recruits before the end of May.

I am, colonel, very respectfully, your obedient servant,

WM. S. HARNEY,
Brigadier General, Commanding.

Colonel S. COOPER,
Adjutant General, Washington City.

HEADQUARTERS DEPARTMENT OF OREGON,
Fort Vancouver, W. T., March 5, 1860.

GENERAL: I have the honor to enclose, for the information of the War Department, a copy of a communication from John M. Work, esq., agent of the Hudson's Bay Company; also my answer to the same, with a copy of the proceedings of a board of officers convened by my orders to assess and report the value of the improvements in question.

The land upon which these improvements rest is needed for public purposes, particularly as a drill ground for the battery of light artillery stationed here by the orders of the Secretary of War; and as it is within the limits of the military reserve, I have directed these improvements to be removed. The possessory rights of the Hudson's Bay Company having expired with their charter in May last, this establishment can only now be considered as remaining in position at this point by sufferance.

I am, general, very respectfully, your obedient servant,

WM. S. HARNEY,
Brigadier General, Commanding.

Major General T. S. JESUP,
Quartermaster General U. S. Army, Washington City, D. C.

FORT VANCOUVER, W. T., *March 1, 1860.*

SIR: It is my duty in the absence of Mr. Graham to endeavor, so far as I have ability, to protect the rights and property of the Hudson's Bay Company, and, at least, to object as firmly as possible to any encroachment upon them.

Having been informed that it is proposed to open some of the enclosures of the company now in actual cultivation, and claimed as an undoubted part of their possessory rights secured to them by treaty between the United States and Great Britain, thereby depriving the company of their fields already leased for the present year; and having also been informed that one of the company's oldest and

most faithful servants, who has occupied his present residence, which, with the adjoining field cultivated by him, is a part of the company's property, for more than ten years, has been informed that he must leave his house next week, or be forcibly removed by a file of soldiers, as his house was to be torn down and his garden thrown open, I feel compelled, in behalf of the company, to protest most earnestly against any interference or encroachment upon the company's rights in the manner proposed, not less because of the great damage which will result, than because of the violation of right.

Hoping that no act will be permitted by your authority which can be regarded as an encroachment like those referred to, and that you will pardon my suggestions in the matter in the absence of those whose position and larger experience might perhaps give greater weight to their objections, I have the honor to be, very respectfully, your obedient servant,

JOHN M. WORK,

Agent of Hudson's Bay Company.

Brigadier General W. S. HARNEY,

Com'g Depar't of Oregon, Fort Vancouver, W. T.

HEADQUARTERS DEPARTMENT OF OREGON,

Fort Vancouver, W. T., March 3, 1860.

SIR: Your communication of the 1st instant to the general commanding has been received, and I am instructed to state in reply that the Hudson's Bay Company is not recognized as having any possessory rights in the soil of the military reserve, in consequence of the expiration of their charter as a trading company on this coast.

The land in question is needed for military purposes by the command within whose limits it exists. The material of the fences and other fabrications will be placed at your disposition on being removed from the reserve.

I am, sir, very respectfully, your obedient servant,

A. PLEASANTON,

Captain 2d Dragoons, Acting Assistant Adjutant General.

JOHN M. WORK, Esq.,

Agent of the Hudson's Bay Company, Fort Vancouver, W. T.

Proceedings of a board of officers which convened at Fort Vancouver, Washington Territory, pursuant to the following order:

SPECIAL ORDERS, No. 25.—[Extract.]

HEADQUARTERS DEPARTMENT OF OREGON,

Fort Vancouver, W. T., February 28, 1860.

I. A board of officers will convene at Fort Vancouver on the 1st day of March, 1860, at 11 o'clock a. m., or as soon thereafter as prac-

licable, to examine and report upon the value of certain improvements on the military reserve placed there by the Hudson's Bay Company, in the event of any compensation being allowed for them hereafter by the government.

Detail for the board: Captain A. J. Smith, 1st dragoons; Captain J. A. Hardie, 3d artillery; First Lieutenant Chauncey McKeever, 3d artillery.

By order of General Harney.

A. PLEASANTON,
Captain 2d Dragoons, Acting Asst. Adjt. General.

FORT VANCOUVER, WASHINGTON TERRITORY,
March 1, 1860, 11 o'clock a. m.

The board met pursuant to the above order; all the members present. The board then proceeded to examine certain improvements on the military reserve, placed there by the Hudson's Bay Company many years ago, and lying to the west of a line of stakes commencing at a point about eighty yards to the east of the Catholic church, and running from thence, in a southerly direction, to the river. The board find that upon this portion of the reserve there are some four or five hundred yards of fence and eight buildings claimed by the Hudson's Bay Company, (not including the house occupied by Mr. Tubbs, which, the board understand, is not intended to be removed at present.) The board find that the fence is so much decayed as to be of no value, and that the buildings are mere shells, rapidly going to decay, most of them propped up to prevent them from falling down, the only exception being the dwelling-house in front of the depot, (quartermaster's office,) which, although occupied, is in a dilapidated condition.

The board estimate the *total value* of the above improvements at \$250, (two hundred and fifty dollars.)

There being no further business before it, the board adjourned *sine die*.

A. J. SMITH, *President,*
Captain First Dragoons.
CHAUNCEY McKEEVER, *Recorder,*
First Lieutenant Third Artillery.
JAS. A. HARDIE,
Captain Third Artillery.

HEADQUARTERS DEPARTMENT OF OREGON,
Fort Vancouver, W. T., March 5, 1860.

Approved:

W. S. HARNEY,
Brigadier General, Commanding.

*Remarks of the Quartermaster General of the army, respectfully submitted
to the Secretary of War.*

The possessory rights of the Hudson's Bay Company could not, under either grant, treaty, or law, extend beyond the term of its charter. Neither the British nor American government could grant the land in fee-simple to anybody during the joint occupancy, and the treaty of 1846 provides only for possessory rights, not for fee-simple anywhere. If the company has a title to any land within our territory, it must be derived from the legislation of Congress subsequent to the treaty. I know of no such legislation, and I believe the company does not pretend that there has been any. I ask the attention of the Secretary of War to my report on a similar case, dated the 18th of August, 1858. These claims will probably be of frequent recurrence, and it is desirable that the question in regard to their extent or validity be authoritatively settled.

TH. S. JESUP,
Quartermaster General.

APRIL 15, 1860.

ADJUTANT GENERAL'S OFFICE,
Washington, May 10, 1860.

GENERAL: Your letter of the 5th of March last to the quartermaster general of the army, enclosing copies of a communication addressed to you under date of March 1, 1860, by John M. Work, esq., agent of the Hudson's Bay Company, of your reply to the same, and of the proceedings of a board of officers convened by you to assess and report the value of the improvements placed on the military reserve at Fort Vancouver by the Hudson's Bay Company, was duly laid before the Secretary of War, and has been referred to this office, with the following indorsement:

"WAR DEPARTMENT, *April 30, 1860.*

"The Hudson's Bay Company is not recognized as having any right, by law or treaties, to land which it has occupied by virtue of its charter within the limits of Oregon and Washington Territory, its right of occupancy having expired under the treaty between Great Britain and the United States. Its occupancy of any part of the military reserve at Fort Vancouver will at once be terminated, and all improvements removed excepting such as may be useful for the military service.

"J. B. FLOYD,
"Secretary of War."

I have the honor to be, general, very respectfully, your obedient servant,

E. D. TOWNSEND,
Assistant Adjutant General.

Brigadier General W. S. HARNEY,
Comm'g Dep't of Oregon, Fort Vancouver, W. T.

[By telegraph to St. Joseph, Missouri, and then by pony express to California.]

ADJUTANT GENERAL'S OFFICE,
Washington, June 7, 1860.

The Secretary of War directs that the execution of the instructions conveyed in my letter to you of May 10 ultimo, respecting the claims of the Hudson's Bay Company to land and improvements at Fort Vancouver, be suspended until further orders from the War Department.

E. D. TOWNSEND,
Assistant Adjutant General.

COMMANDING OFFICER DEPARTMENT OF OREGON,
Fort Vancouver, Vancouver, W. T.

U. S. NORTHWEST BOUNDARY COMMISSION,
Camp Semiahmoo, March 10, 1860.

SIR: I have the honor to acknowledge the receipt of your letter of the 13th ultimo, enclosing the copy of special orders No. 19, providing for the escort of the boundary commission during the coming season.

From Mr. Parke's statement of the circumstances which induced the suggestion upon which you based the order, I do not doubt the change in the arrangement of the escort is judicious, and that the efficiency of our future operations will be thereby promoted. At the same time I take pleasure in expressing my entire satisfaction with the services of the escort under the command of Captain Archer, as arranged by you during the past season; and as a means of conveying to you the high sense I entertain of the efficiency of these services, and of the general arrangements made by you for the aid and protection of the commission, I take the liberty of enclosing, for your perusal, a copy of my report to the State Department upon the close of the operations of the past year.

I beg also to offer you my thanks for your comprehensive and satisfactory orders to the commanding officer in Colville valley, in regard to the necessary transportation, supplies, &c., to be furnished the commission agreeably to the instructions of the War Department, and will avail myself of your suggestion concerning supplies required by the commission which may not be embraced in the army ration.

I have the honor to be, sir, very respectfully, your obedient servant,

ARCHIBALD CAMPBELL,

Commissioner Northwest Boundary Survey.

Brigadier General W. S. HARNEY,

U. S. A., Commanding Department of Oregon.

HEADQUARTERS DEPARTMENT OF OREGON,
Fort Vancouver, March 24, 1860.

This communication and enclosure are respectfully transmitted for the information of the War Department.

WM. S. HARNEY,
Brigadier General, Commanding.

U. S. NORTHWEST BOUNDARY COMMISSION,
Camp Semiahmoo, W. T., December 31, 1859.

I have the honor herewith to transmit, for the information of the department, Lieutenant Parke's report of the progress of the survey of the boundary along the 49th parallel between the United States and the British possessions, during the past year. It will be seen thereby that notwithstanding physical obstacles of a formidable character, the survey has been carried eastward as far as the Columbia river, in accordance with the plan of operations determined upon at the commencement of the season. By unofficial advices from Lieutenant Parke, as late as the 22d of November, I learn that an astronomical and a reconnoitering party were at that time still in the field, although the thermometer had been down to 10° below zero. Before this time, however, it is probable that snows have driven them into their winter quarters at Colville Depot, the military station recently established in the vicinity of the 49th parallel. From that point it will be convenient to carry on reconnoissances along the line towards the Rocky mountains, whenever an opportunity is afforded by favorable weather, before the full resumption of operations in the spring.

The success of our operations during the past season has been greatly facilitated by the admirable arrangements of the commanding general of the department of Oregon for the protection of our parties in their laborious progress along the line, over a rugged mountainous region hitherto unexplored, and through a portion of country occupied by the most warlike and hostile tribes of Indians in Washington Territory. The mere presence of United States troops for the first time on that remote and secluded frontier, had the moral effect to quiet and overawe them into submission, and thereby enable the commission to carry on the work more vigorously by detaching small parties on distant surveys and reconnoissances without apprehension of disaster.

The aid and protection thus rendered by General Harney is highly appreciated by the commission, and it gives me great pleasure to communicate to the department the result of the co-operation of that distinguished officer.

I have the honor to be, very respectfully, your obedient servant,
ARCHIBALD CAMPBELL,
Commissioner Northwest Boundary Survey.

Hon. LEWIS CASS,
Secretary of State.

HEADQUARTERS DEPARTMENT OF OREGON,
Fort Vancouver, W. T., March 13, 1860.

COLONEL: With the detachment of recruits asked for in my communication of the 2d instant, a number of musicians should be included, to replace those of the ninth infantry to be discharged.

Major Lugenbeel, at Colville, states the four companies of his command will require seven buglers, and the same will doubtless be the case with the remaining companies of that regiment, which, being organized as light infantry, require buglers as musicians.

I am, colonel, very respectfully, your obedient servant,

WM. S. HARNEY,

Brigadier General, Commanding.

Colonel S. COOPER,

Adjutant General United States Army,

Washington City, D. C.

HEADQUARTERS DEPARTMENT OF OREGON,

Fort Vancouver, W. T., April 4, 1860.

COLONEL: I have the honor to enclose charges and specifications against First Lieutenant Henry C. Hodges, adjutant 4th infantry, for the action of the War Department.

I am, colonel, very respectfully, your obedient servant,

W. S. HARNEY,

Brigadier General, Commanding.

Colonel S. COOPER,

Adjutant General, Washington City, D. C.

Charges and specifications exhibited against First Lieutenant Henry C. Hodges, adjutant 4th infantry, by Brigadier General William S. Harney, United States army, commanding the department of Oregon.

CHARGE 1ST: *Neglect of duty.*

Specification.—In this: that he, First Lieutenant Henry C. Hodges, adjutant of the 4th regiment of infantry, and judge advocate of a general court-martial, did neglect and fail to transmit, in a proper manner, the proceedings of said court to the officer having authority to confirm the same, Brigadier General W. S. Harney, United States army, the commander of the department of Oregon.

This at Fort Vancouver, W. T., on or about the 14th day of March, 1860.

CHARGE 2D: *Disrespect to his commanding officer.*

Specification.—In this: that he, First Lieutenant Henry C. Hodges, adjutant of the 4th regiment of infantry and judge advocate of a general court-martial, on being ordered to transmit the proceedings of said court in a proper manner, did forward the same, with an im-

proper and disrespectful letter to his commanding officer, Brigadier General W. S. Harney, commander of the department of Oregon.

This at Fort Vancouver, W. T., on or about the 15th day of March, 1860.

W. S. HARNEY,
Brigadier General, Commanding.

Witnesses:

Brig. Gen'l W. S. HARNEY, *United States Army.*

Captain A. PLEASANTON, *2d Dragoons.*

Indorsement of the judge advocate of the army.

No judgment can be had on these papers, whether a court ought to be ordered. The first charge does not say whether he did or did not transmit the proceedings, &c., and no copy is given of the disrespectful letter.

Respectfully submitted.

J. F. LEE,
Judge Advocate.

FORT VANCOUVER, WASHINGTON TERRITORY,
March 28, 1860.

SIR: I send to the lieutenant general commanding the army the enclosed papers *direct*, for the following reasons:

On the 23d instant I sent my appeal to the commanding officer of this post, Captain A. J. Smith, 1st dragoons, to be forwarded through the commanding general of this department to Lieutenant General Scott. He, Captain Smith, returned it on the 24th instant with this indorsement: "Respectfully returned, as your (my) previous communications to the headquarters of this department, forwarded through me, have not yet been acted upon by the commanding general."

As *this* matter was totally different from the one he referred to, I again asked him to forward my appeal, and he promised to do so; but before he could send it he received a communication from the headquarters of this department forbidding me to send to those headquarters any further communications in reference to my arrest, nor any communications upon any other subject, without first obtaining permission to do so, and stating the nature of the subject I wished to refer. A copy of this letter I enclose, marked C. I accordingly withdrew my appeal until I could find out whether the general commanding would forward it or not; and on the 25th instant I addressed a communication to him, (a copy of this is enclosed, marked E,) desiring to know if he would forward certain papers to your headquarters, and stating the nature of these papers. To this I received a letter, (copy marked D,) on the 27th instant, *placing me in close arrest*, and forbidding me to send any more communications to those headquarters while I was in arrest. Further, the commanding officer of this post considers that he is prohibited from forwarding my appeal by

this last-mentioned letter. I state this to show to the lieutenant general that I have done all in my power to comply with the regulation which requires me to forward all my letters through "intermediate commanders." I now send them direct.

I can't but feel that this last act of General Harney's, in placing me in *close arrest* for doing what his letter required me to do, *i. e.*, getting permission to forward communications, is "tyrannical" in the extreme; contrary to the spirit of the Regulations for the Army, paragraphs 212, 213, and oppressive.

I lay this whole matter before my commander-in-chief for his action, believing he will see that I am protected in my rights and redressed for the injury done me.

I am, sir, very respectfully, your obedient servant,

HENRY C. HODGES,

1st Lieutenant and Adjutant 4th Infantry.

Lieut. Colonel L. THOMAS,

A. A. General, Headquarters of the Army,

New York City, New York.

Remarks of the General-in-Chief.

MAY 10, 1860.

I solicit the Secretary's close attention to this case. I am greatly mistaken if an instance of tyranny so useless and vexatious ever occurred in our army before.

On Brigadier General Harney's letter to the Secretary of War (asking for a court) the judge advocate (Major Lee) indorses: "No judgment can be had on these papers (herewith) whether a court ought to be ordered," &c. "No copy is given of the disrespectful letter." Please see the alleged disrespectful letter transmitted to me with this appeal. It is nowhere stated in what particular the letter was deemed disrespectful; perhaps in omitting before the name of the staff officer the prefix *captain*. In everything else Lieutenant Hodges was courteous and respectful. Is it not intolerable despotism that for such slight and probably accidental omission the gallant adjutant of the 4th infantry and intelligent judge advocate of a general court-martial should be put into close confinement, like a felon, for months, and denied all communication with higher authority?

I trust that a court may be refused, and, but for application to the Secretary for one, I should instantly order Lieutenant Hodges to be relieved from arrest.

Respectfully submitted to the Secretary of War.

WINFIELD SCOTT.

P. S.—I ought to add that there have been more arrests by Brigadier General Harney and his immediate friends since he has been on the Pacific than perhaps ever occurred before in twice the number of troops in the same time.

W. S.

FORT VANCOUVER, WASHINGTON TERRITORY,
March 23, 1860.

SIR: I have to lay before the commander-in-chief of the army the following statement, on which I ask his action, as I consider I have been treated with great indignity, and have been subjected to this indignity for no offence whatever.

On the 15th instant I was arrested by the commanding officer of this post, by direction of the commanding general of this department, and required to confine myself within the limits of this garrison.

A few days ago I, upon application, was informed of the cause for which I was arrested. A copy of the letter giving me this information I enclose, marked A. I also enclose a copy of my letter of transmittal, marked B. I will say, in reference to this last-mentioned copy, that it is correct, except, perhaps, in one particular; I do not remember now whether I put in the words "Headquarters, Department of Oregon," after the "A. A. A. G.," or not; not that I conceive that it is at all material whether I did or no, but I simply make this explanation as to the *exactness* of the copy. I kept no copy, as at the time I wrote the letter I never expected to hear of it again.

From the course pursued towards me by the general commanding this department in this matter, I do appeal, and I do deny that I have, in all this matter, ever given one cause for my arrest. Conscious of having forwarded the proceedings of the court properly in every sense of the word, and according to the manner contemplated by the regulations; conscious, too, that there is not a syllable in my letter of transmittal which can be construed into anything at all disrespectful; and feeling that I have been wronged and injured by being arrested in the manner I have, and feeling that the conduct of the general commanding this department towards me in this matter is "tyrannical" in the sense and meaning of paragraph three of the regulations of 1857, for the army, I do make this my appeal to the lieutenant general commanding the army with the hope and belief that he will see that I am relieved from and redressed for this, as I conceive, injury done me by the commanding general of this department.

It may be proper to state that I took the proceedings of the court to the office of the acting assistant adjutant general in person; he not being in I put them in an envelope, directed them, and left them on his desk. They were soon after returned to me to be sent with a letter of transmittal, which I did.

I am, sir, very respectfully, your obedient servant,

HENRY C. HODGES,

First Lieutenant and Adjutant 4th Infantry.

Lieutenant Colonel L. THOMAS,

A. A. G., Headquarters of the Army, New York City, N. Y.

"A."

HEADQUARTERS DEPARTMENT OF OREGON,
Fort Vancouver, W. T., March 21, 1860.

CAPTAIN: The general commanding instructs you to inform First Lieutenant H. C. Hodges, adjutant of the 4th infantry, he was arrested for neglect of duty as judge advocate of a general court-martial, in not transmitting properly the proceedings of the court to the general commanding, which conduct he rendered more aggravated when required to correct this neglect by transmitting a disrespectful letter with the proceedings to these headquarters.

I am, captain, very respectfully, your obedient servant,

A. PLEASANTON,
Captain 2d Dragoons, A. A. A. G.

COMMANDING OFFICER,
Fort Vancouver, W. T.

HEADQUARTERS, FORT VANCOUVER,
March 21, 1860.

Official:

A. J. SMITH,
Captain 1st Dragoons, Commanding.

I certify that the above is a true and exact copy of the paper furnished me.

HENRY C. HODGES,
First Lieutenant and Adjutant 4th Infantry.

"B."

FORT VANCOUVER, W. T., *March 15, 1860.*

SIR: Enclosed you will find the proceedings of a general court-martial.

I am, sir, very respectfully, your obedient servant,

HENRY C. HODGES,
First Lieutenant and Adjutant 4th Infantry, Judge Advocate.

A. PLEASANTON, *A. A. A. G.,*
Fort Vancouver, W. T.

It may be that I put in the words "Headquarters Department of Oregon" after A. A. A. G.; I don't remember about this. As for the rest, I certify this is a correct copy.

HENRY HODGES,
First Lieutenant and Adjutant 4th Infantry.

"C."

HEADQUARTERS DEPARTMENT OF OREGON,
Fort Vancouver, W. T., March 24, 1860.

CAPTAIN: The communication of First Lieutenant H. C. Hodges, adjutant 4th infantry, of the 21st instant, has been submitted to the general commanding, who directs me to say your action in the case complained of is approved.

Lieutenant Hodges will be instructed not to send any further communications to these headquarters in reference to the extension of his limits of arrest, nor upon any other subject, without first requesting permission to do so, and at the same time stating the nature of the case he desires to refer.

I am, captain, very respectfully, your obedient servant,

A. PLEASANTON,
Captain 2d Dragoons, A. A. A. G.

COMMANDING OFFICER,
Fort Vancouver, W. T.

Official:

R. MACFEELY,
First Lieutenant 4th Infantry, Acting Adjutant.

I certify that the above is a correct copy of the paper furnished me.

HENRY C. HODGES,
First Lieutenant and Adjutant 4th Infantry.

"D."

HEADQUARTERS DEPARTMENT OF OREGON,
Fort Vancouver, W. T., March 27, 1860.

COLONEL: The general commanding instructs you to limit the arrest of First Lieutenant H. C. Hodges, adjutant 4th infantry, to his quarters, and no further communications from that officer will be forwarded to these headquarters while he is in arrest.

I am, colonel, very respectfully, your obedient servant,

A. PLEASANTON,
Captain 2d Dragoons, Acting Assistant Adjutant General.

COMMANDING OFFICER,
Fort Vancouver, Washington Territory.

ADJUTANT'S OFFICE, *Fort Vancouver, W. T.*

Official:

R. MACFEELY,
First Lieutenant 4th Infantry, Acting Adjutant.

I certify the above is a correct copy of the paper furnished me.

HENRY C. HODGES,
First Lieutenant and Adjutant 4th Infantry.

"E."

FORT VANCOUVER, W. T., *March 25, 1860.*

SIR: I desire to know if the commanding general of this department will forward to the lieutenant general commanding the army the papers mentioned below, viz:

1st. An appeal from the course of the commanding general of the department in arresting me.

2d. An appeal from the decision of the commanding general of this department sustaining the commanding officer of this post in refusing to forward letters on "official business."

I am, sir, very respectfully, your obedient servant,

HENRY C. HODGES,

First Lieutenant and Adjutant 4th Infantry.

Captain A. PLEASANTON,

Second Dragoons, A. A. A. G., Fort Vancouver, W. T.

A correct copy.

HENRY C. HODGES,

First Lieutenant and Adjutant 4th Infantry.

ADJUTANT GENERAL'S OFFICE,

Washington, May 18, 1860.

GENERAL: Your letter of the 4th ultimo, transmitting charges and specifications against First Lieutenant Henry C. Hodges, adjutant 4th infantry, is received; also an appeal by him to General Scott.

The Secretary does not, from the papers submitted by you, see that the lieutenant has committed any offence, and therefore directs that he be discharged from arrest until the further order of the department. In the meanwhile, and to enable the Secretary to give a final order in the matter, he desires you to explain wherein there was a breach of duty on the part of the lieutenant in transmitting the court-martial record; 2d, in what his letter was disrespectful; 3d, what aggravated circumstances (Army Regulations, paragraph 213) made it necessary to put an officer in close confinement for so long a period; and, 4th, the reasons for which you denied to him the right of writing to you in the ordinary mode on his official business.

I have the honor to be, general, very respectfully, your obedient servant,

E. D. TOWNSEND,

Assistant Adjutant General.

Brigadier General W. S. HARNEY,

U. S. Army, Commanding Department of Oregon,

Fort Vancouver, Washington Territory.

FORT VANCOUVER, *W. T.*, April 18, 1860.

SIR: I have to inform the lieutenant general commanding the army that I have been in *close arrest* three weeks and one day, and that I believe General William S. Harney, the commanding general of this department, will not extend my limits unless he is positively ordered to do so, as he has forbidden me to communicate with him on any subject whatever; and I do therefore respectfully request that General Scott will see that I am allowed to go beyond my present confined limits, which are oppressive and contrary to regulations, custom, and humanity.

I am, sir, very respectfully, your obedient servant,

HENRY C. HODGES,

First Lieutenant and Adjutant 4th Infantry.

Lieutenant Colonel L. THOMAS,

Assistant Adjutant General,

Headquarters of the Army, New York City, New York.

Indorsement of the General-in-Chief.

I am aware that Lieutenant Hodges has been released from arrest, and it is hoped some redress may be accorded to him for an act of stupid outrage which has never been surpassed even in the Turkish army.

Respectfully submitted to the Secretary of War.

WINFIELD SCOTT.

HEADQUARTERS DEPARTMENT OF OREGON,

Fort Vancouver, Washington Territory, April 11, 1860.

SIR: I have the honor to enclose, for the information of the general-in-chief, a copy of a communication from Captain L. C. Hunt, fourth infantry, commanding on San Juan island, forwarding a copy of the orders of Rear Admiral Baynes, commanding her Britannic Majesty's naval forces in the Pacific, to the officer commanding a detachment of royal marines landed on San Juan by the orders of the admiral.

I have the honor, also, to enclose a copy of a communication from certain citizens on San Juan, complaining of Captain Hunt's conduct towards them. The captain has not reported his acts to this office, and the fact of his being inimical to a portion of the inhabitants of the island, under present circumstances, has decided me to replace Captain Pickett's company upon the island, with such instructions as are necessary to meet the requirements of the service, a copy of which is also enclosed.

In consequence of the expense attending the maintenance of the position at Fort Townsend, and its want of usefulness in a military

point, I have directed the company there to be withdrawn to Fort Steilacoom.

I am, sir, very respectfully, your obedient servant,

W. S. HARNEY,

Brigadier General, Commanding.

The ASSISTANT ADJUTANT GENERAL,

Headquarters of the Army, New York City.

CAMP PICKETT, SAN JUAN ISLAND,

March 27, 1860.

SIR: I have the honor to state, for the information of the commanding general of the department, that a detachment of British marines has been landed upon the north end of the island, conformably to the proposition of Lieutenant General Scott, for establishing a joint military occupation.

From the tenor of my instructions and the papers furnished for my guidance, I consider it my duty simply to announce the fact, and await the orders of the commanding general of the department upon the subject.

I enclose herewith a copy of the communication of Rear Admiral Baynes, accompanied by an extract from the orders furnished by Captain Bazalgette, commanding the detachment. I beg to call the attention of the commanding general to the fact that while the British commanding officer has full power, plain and definite instructions by which my complaints to him of British subjects would be promptly acted upon, I am without such instructions as regards his complaints, (and liquor dealing will be very certain to produce them.) General Scott's instructions to me seem to acknowledge (to a certain extent) territorial jurisdiction, but in all probability there will be no magistrate upon the island, (the present magistrate, Mr. Newsom, has just resigned,) and even if there should be, juries will find verdicts for the offenders, implying independence of Whatcom county jurisdiction. This has been shown lately in the cases of two persons tried for liquor dealing, unlicensed. The fact is that a great many of the persons upon the island are vagabonds, of no particular nationality, or of any, as it may suit their purpose, and it seems a great scandal that no power, civil or military, should be operative to keep them in order.

It certainly seems that Whatcom county jurisdiction should apply fully (to American citizens) or else that which I am quite sure the *bona fide* settlers and well-disposed citizens would prefer, military authority, so long as the present anomalous condition of affairs shall exist.

Under all these circumstances of the case, and as the best solution of future difficulties, I respectfully request that the commanding gen-

eral would furnish me with instructions analagous to those possessed by Captain Bazalgette.

I am, sir, very respectfully, your obedient servant,

L. C. HUNT,

Captain 4th Infantry, Commanding.

Captain ALFRED PLEASANTON,

2d Dragoons, A. A. A. General, Fort Vancouver, W. T.

HER BRITANNIC MAJESTY'S SHIP "GANGES,"

In Esquimault Harbor, March 20, 1860.

SIR: I have the honor to inform you that a detachment of royal marines, with their appropriate arms, equivalent in number to the troops of the United States under your command, will be disembarked on the north joint of the Island of San Juan for the purpose of establishing a joint military occupation, agreeably to the proposition of Lieutenant General Scott.

The annexed extract from the orders I have given to Captain Bazalgette, the officer commanding, I beg to furnish for your information.

I have the honor to be, sir, your obedient servant,

R. LAMBERT BAYNES,

Rear Admiral and Commander-in-Chief of Her Britannic Majesty's Naval Forces in the Pacific.

Captain HUNT,

Commanding United States troops, San Juan Island.

[Extract.]

"The object of placing you there, is for the protection of British interests and to form a joint military occupation with the troops of the United States.

"As the sovereignty of the island is still in dispute between the two governments, you will on no account interfere with the citizens of the United State; but should any offence be committed by such citizens, which you may think it advisable to notice, you will send a report of it to Captain Hunt, or officer commanding the United States troops.

"American citizens have equal rights with British subjects on the island.

"Should the officer commanding the United States troops bring to your notice offences committed by any of her Britannic Majesty's subjects, you will use your best judgment in dealing with the case; and I authorize you, if you deem it necessary, to send them off the island by the first opportunity.

"If any doubts arise as to the nationality of an offender, you will not act in the case before you have consulted with the United States commanding officer; and not even then, unless your opinions coincide.

"You will place yourself in frank and free communication with the commanding officer of the United States troops, bearing in mind how essential it is for the public service that the most perfect and cordial understanding should exist between you, which I have every reason to feel assured you will at all times find Captain Hunt ready and anxious to maintain

"ROBERT LAMBERT BAYNES,
"Rear Admiral and Commander-in-Chief.

"Captain GEORGE BAZALGETTE,
"Royal Marines, Commanding
"Detachment on the Island of San Juan."

SAN JUAN ISLAND, March 7, 1860.

GENERAL: We, the undersigned citizens of this island, beg respectfully to call your attention to the gross and ungentlemanly conduct of Captain Hunt, the officer in command of this station. We ask if he is justified as a military man to infringe on the rights and privileges of American citizens? Is he justified in stopping trade, and endeavoring to drive the inhabitants from the island? Such conduct he is guilty of, and, unless immediate steps are taken to prevent any further outrage on his part, not only the service to which he belongs, but the dignity of the country, who boasts her liberty of the subject, will be compromised. By his recent conduct the whole of the inhabitants of this island have been insulted, their provision as tradesmen and citizens lowered, and he himself become an object of contempt. We, therefore, respectfully ask your attention to this appeal, and trust that either a more sane and proper officer may replace the one now in command, or steps may be taken to prevent any further inquisitorial and unjust interference on his part.

With profound respect, we beg to subscribe ourselves, general, your most obedient servants,

D. W. DARLING.
J. S. BOWKER.
B. M. KENNELLY.
N. BAKER.
FRANK CHANDLER.
DENNIS MCCARTHY.
GEORGE BORDEW.
JOHN SMYTH.
JAMES FRAZER.

HEADQUARTERS DEPARTMENT OF OREGON,
Fort Vancouver, W. T., April 10, 1860.

CAPTAIN: You will perceive by special orders No. 41, of this date, a copy of which is enclosed, that the general commanding has replaced you in command of your company on Sand Juan island.

For your information in this position, you will receive, as accompanying papers, the correspondence and instructions of Lieutenant General Scott, with reference to San Juan island, with an extract from the orders of Rear Admiral Baynes commanding her Britannic Majesty's naval forces in the Pacific, to Captain George Bazalgette, of the royal marines, commanding a detachment of royal marines, landed on San Juan island by the consent of General Scott.

These orders of Admiral Baynes communicate to his officer that he is placed on the island for the protection of British interests, and to form a joint military occupation with the troops of the United States.

To meet these orders of the admiral and to remove any misconception on the part of the British authorities as to your duties, I am directed to impart to you the following explanations and requirements of the general commanding, a copy of which you will furnish Captain Bazalgette for the information of Rear Admiral Baynes.

First. Lieutenant General Scott has left no orders or instructions with the general commanding to grant a joint military occupation of San Juan island with British troops; neither has any authority been delegated by the government of the United States to the general to offer or accept such occupation of that island. The offer made by General Scott, when in command here, was not accepted by Governor Douglass at the time, and consequently concluded that transaction.

No arrangement has been made since to renew it, within the knowledge of the general commanding.

Second. The British authorities having submitted the assurance to General Scott that no attempt would be made by them to dislodge by force the United States troops on San Juan island, they were permitted to land troops for similar purposes to which your command was designed in the original orders conveyed to you in July last, viz: the protection of our citizens from Indians, both native and foreign.

In connexion with this service, the general commanding takes occasion to present you to Admiral Baynes and the officers with whom you will be brought in contact, as an officer possessing his highest confidence, that nothing will be omitted in maintaining a frank and generous intercourse in all matters coming within your powers to establish a practical solution of the present misunderstanding, which shall prove honorable and satisfactory to all parties until a final settlement is attained by the governments.

Third. Under the organic act of the Congress of the United States for the establishment of the territorial government of Washington, the first legislative assembly in 1854 passed an act including the island of San Juan as a part of Whatcom county. This act was duly submitted to Congress, and has not been disapproved; it is therefore the law of the land.

You will be obliged consequently to acknowledge and respect the civil jurisdiction of Washington Territory in the discharge of your duties on San Juan; and the general commanding is satisfied that any attempt of the British commander to ignore this right of the Territory will be followed by deplorable results, out of his power to prevent or to control.

The general commanding will inform the governor of Washington Territory that you are directed to communicate with the civil officer on the island in the investigation of all cases requiring his attention. In the event of any British interests being involved, you will notify the officer placed there by Admiral Baynes, to enable him to propose some arrangement satisfactory to his instructions as well as those of the civil officer. Let it be understood, in case of disagreement of these parties, that no action is to be taken until the case has been referred to Admiral Baynes and the governor of Washington Territory, respectively.

These suggestions will be acceptable to the conditions which govern the territorial authorities of Washington, while satisfying the obligations of the military service to their own as well as the civil laws of the country, and it is fair to presume they will be adopted by Admiral Baynes, since the tenor of his instructions to Captain Bazalgette is sufficiently liberal to justify this conclusion.

I remain, captain, very respectfully, your obedient servant,

A. PLEASANTON,

Captain 2d Dragoons, A. A. Adjutant General.

Captain GEORGE A. PICKETT,

Commanding Company "D," 9th Infantry,

Fort Bellingham, Puget's Sound, W. T.

[Special Orders—No. 41.]

HEADQUARTERS DEPARTMENT OF OREGON,

Fort Vancouver, W. T., April 10, 1860.

I. The following disposition of troops on Puget's Sound will take effect without delay, viz:

1. Company "D," 9th infantry, Captain George Pickett, will replace Company "C," 4th infantry, at Camp Pickett, San Juan island.

2. Company "C," 4th infantry, on being relieved, will proceed to Fort Steilacoom, to which post it is assigned for duty.

3. Company I, 4th infantry, at Fort Townsend, will be withdrawn to Fort Steilacoom.

II. The steamer "Massachusetts" will be used in the execution of these orders, under such special instructions as will be given.

By order of General Harney:

A. PLEASANTON,

Captain 2d Dragoons, A. A. Adjutant General.

HEADQUARTERS DEPARTMENT OF OREGON,

Fort Vancouver, W. T., April 10, 1860.

GOVERNOR: I have the honor to enclose an extract of the orders of Rear Admiral Baynes, commanding her Britannic Majesty's naval

forces on the Pacific, to the officer in command of a detachment of royal marines, landed on San Juan island; also a copy of my orders replacing Captain Pickett's company on San Juan, with his instructions in that position.

These papers will explain to you the state of affairs at San Juan, and I beg leave to say, I have the fullest assurances that your action in the premises will be of the most satisfactory character in support of the different interests depending upon it.

I am, governor, very respectfully, your obedient servant,

W. S. HARNEY,

Brigadier General, Commanding.

His Excellency R. D. GHOLSON,

Governor of Washington Territory, Olympia, W. T.

Remarks of the General-in-Chief.

These papers are important:

1. Brigadier General Harney has substituted Captain Pickett for Captain Hunt in the command at the San Juan island—reversing my act. My reason for substituting Hunt for Pickett was this: Pickett, on landing on the island, in July, 1859, under the orders of Harney, issued a proclamation declaring the island to belong to the United States, and containing (I speak from memory) other points or language extremely offensive (as I learned) to the British authorities; and, as my mission was *one of peace*, I thought it my duty to substitute Hunt for Pickett after I had named Pickett for the command. Hunt (as our officers informed me) was remarkable for firmness, discretion, and courtesy. (The Secretary of State can, probably, confirm this character of Hunt.)

2. It will be seen by Brigadier General Harney's instructions to Pickett, of the last month (herewith,) that Harney considers San Juan island *as a part of Washington Territory*, and Pickett is directed "to acknowledge and respect" the *authority of that Territory*. If this does not lead to a collision of arms, it will again be due to the forbearance of the British authorities; for I found both Brigadier General Harney and Captain Pickett proud of their *conquest* of the island, and quite jealous of any interference therewith on the part of higher authority. I beg it may further be remembered that I intimated a doubt to the War Department whether Brigadier General Harney would carry out my pacific arrangement, respecting the occupation of the island, with good faith, or even with courtesy, and hence one of my reasons for wishing to relieve him from his command.

Respectfully submitted to the Secretary of War.

WINFIELD SCOTT.

MAY 14, 1860.

WAR DEPARTMENT, *June 8, 1860.*

The adjutant general will order Brigadier General Harney to repair to Washington city without delay.

JOHN B. FLOYD,
Secretary of War.

[Special Orders—No. 115.]

WAR DEPARTMENT,
Adjutant General's Office, Washington, June 8, 1860.

Brigadier General William S. Harney, United States army, will, on the receipt hereof, turn over the command of the department of Oregon to the officer next in rank in that department, and repair without delay to Washington city, and report in person to the Secretary of War.

By order of the Secretary of War:

S. COOPER,
Adjutant General.

CAMP PICKETT, SAN JUAN ISLAND,
April 24, 1860.

MY DEAR SIR: I drop a line in hopes that it may go by the mail steamer, now in the Sound, to mention the receipt of orders from department headquarters breaking up Fort Townsend and Fort Bellingham, and sending Captain Pickett to replace me, who will return to Fort Steilacoom. No cause is assigned for this disturbance of the arrangements made by the general-in-chief, and as the department order comes simultaneously with the arrival of the War Department order abandoning Fort Bellingham, I presume the movement has been intended for a long time past, and the War Department order procured for the purpose of carrying it out.

In the anomalous situation of the island, with the jurisdiction undetermined, and my orders general in their character, my command has been a delicate and difficult one, and it has been, in general, my aim to avoid any pretext for fault-finding to those who I knew were eagerly seeking it. I have not been altogether successful, as will be seen by the correspondence enclosed, which I forward as giving a history, as it were, of matters upon the island, and as showing the animus of department headquarters towards me. I have no doubt, however, that the replacing of Captain Pickett's company upon the island is quite independent of complaints of me, that it has long been contemplated.

The order comes at a most inconvenient time; gardens just planted; while four companies are sent to a post having accommodations for three only, and excellent quarters left vacant at Fort Townsend.

I remain, sir, very respectfully, your obedient servant,

L. C. HUNT,

Captain Fourth Infantry, Commanding.

Major E. D. KEYES,

Military Secretary.

Indorsement of the General-in-Chief.

I deem it my duty, in defence of a gallant and excellent officer, (Captain Hunt,) most unjustly accused by Brigadier General Harney, to make this letter and its five enclosures public. It will be seen that Captain Hunt's defence is most triumphant.

Respectfully submitted to the Secretary of War.

WINFIELD SCOTT.

JUNE 14, 1860.

HEADQUARTERS DEPARTMENT OF OREGON,

Fort Vancouver, W. T., March 21, 1860.

CAPTAIN: The enclosed copy of a communication from citizens of San Juan island to the general commanding is transmitted for your information, and I am instructed to say you will report without delay to these headquarters whatever action you have taken against the citizens of San Juan island.

You are directed by the general commanding not to interfere with the trade of our citizens in any way, except the one prohibition of selling liquor to Indians, nor will you throw any impediment in the way of persons coming to or leaving the island.

You will make a full and complete report to these headquarters of all your actions affecting citizens up to this time, and hereafter you will take no steps regarding them without reporting the same immediately to this office.

I am, captain, very respectfully, your obedient servant,

A. PLEASANTON,

Captain Second Dragoons, A. A. A. General.

Captain L. C. HUNT,

Fourth Infantry, commanding Camp Pickett,

San Juan Island, Washington Territory.

SAN JUAN ISLAND,

March 7, 1860.

GENERAL: We, the undersigned, citizens of this island, beg respectfully to call your attention to the gross and ungentlemanly conduct of Captain Hunt, the officer in command of this station. We ask if he

is justified as a military man to infringe on the rights and privileges of American citizens? Is he justified in stopping trade, and endeavoring to drive the inhabitants from the island? Such conduct he is guilty of; and, unless immediate steps are taken to prevent any further outrage on his part, not only the service to which he belongs, but the dignity of the country who boasts her liberty of the subject will be compromised. By his recent conduct the whole of the inhabitants of this island have been insulted; their position as tradesmen and citizens lowered; and he himself become an object of contempt. We, therefore, respectfully ask your attention to this appeal, and trust that either a more sane and proper officer may replace the one now in command, or steps may be taken to prevent any further inquisitorial and unjust interference on his part.

With profound respect, we beg to subscribe ourselves, general, your obedient servants,

D. W. DARLING.

J. S. BOWKER.

R. H. KENNELLY.

N. BAKER.

MILBREY DAY.

FRANK CHANDLER.

DENNIS MCCARTHY.

GEORGE BORDEW.

JOHN SMYTH.

JAMES FRAZER.

The foregoing was written by a young Englishman from Victoria, whose knowledge of drugs induced me to place him in the hospital, with the view of enlisting him, perhaps, as hospital steward. He proved trifling and tricky, and was sent off.

L. C. HUNT, *Captain, &c.*

CAMP PICKETT, SAN JUAN ISLAND,

March 30, 1860.

CAPTAIN: I have the honor to acknowledge the receipt of your communication of the 21st instant, enclosing another which purports to come from citizens of San Juan island complaining of my conduct as commanding officer on the island.

I regret being obliged to notice, in any manner, a statement couched in such language, and conveying charges so incredible. It is unnecessary, I am sure, for me to deny that I have interfered with "trade" or "tradesmen" beyond the fact of taking action *in behalf* of the citizens of San Juan island against a number of transient persons, illicit liquor dealers, who had been complained of in the strongest terms by the real settlers, who lived by dealing poison to my men, and who all, without exception, I believe, have no other stake upon the island than that arising from their ill-gotten gains. I recognize the names of three individuals (and their creatures) who are indig-

nant that I should have interfered with their "trade," however illegal.

For the information of the commanding general, and to give him the fullest proofs of the embarrassing position I occupy, unless I choose to shut my eyes to the evils existing upon the island, and attempt no remedy, I beg to forward the statement of Mr. Newsom, late magistrate on the island, as also a petition from the *bona fide* settlers. In the present anomalous position of the island all sorts of opinions are held by even the residents as to jurisdiction and authority. They are opposed to Whatcom county jurisdiction in whole or in part, alleging certain grievances. Many of the citizens think that until the question of title is settled the island is properly under military jurisdiction, and would be glad to have it so declared.

I understood from Judge Fitzhugh last December, that in his opinion I had full power to act against evil-doers in general; and "if I found difficulty in that, to arrest them and send them over to him." In the absence of any fixed and definite jurisdiction, opinions being various, and my instructions general in their character, I have been obliged to act as cases arose, according to circumstances and my judgment.

At the suggestion, and by the advice of Mr. Crosbie, then magistrate, to whom I applied for action against the nuisance of two whisky shanties in the immediate neighborhood of my camp, I published an order on the 16th of December declaring the military reserve to embrace an area of four square miles, and directed Frank Chandler and his partner, Dennis McCarthy, and Frazer (understood since to be a British subject) to remove their respective nuisances, giving them the privilege of joining their liquor dealing brethren in "town," which they promptly accepted. The same order forbade, under penalty of prosecution, the trading or having in possession soldiers' clothing, a practice which had been carried to a great extent by the liquor dealers, a special shop at Victoria for their sale having been kept supplied. Subsequently, James Frazer, who had been permitted to occupy his shanty on the promise of abstaining from liquor traffic, was detected in lying, a number of bottles of liquor destroyed which he had kept concealed beneath his flooring, whereupon he again retired to the "town." Drunkenness increasing, I determined that the authors of the mischief should not go on with impunity. I preferred to make use of civil action when possible, rather than take the shorter method of acting upon my "reserved" rights, and brought suit against Bowker, Chandler, and Frazer. The first two only were tried, and the jury, in the face of the facts, acquitted. A German Jew, whose establishment was the greatest nuisance of all, who had repeatedly declared his intention of a speedy removal, I made an example of by directing him to remove his liquors off the "reserve." It so happened that the order was simultaneous with the arrival of the Jew's boat for the purpose of carrying out his intention of removing his stock altogether from the island, and this coincidence, I presume, has suggested the charge of "driving" the inhabitants from the island. Finally, Mr. Higgins, the only merchant (*i. e.*, the

only person who deals in dry goods, &c.) in the "town," who had frequently expressed a fear of his life being attempted by the vile rabble who surrounded him, applied to me for assistance. Many circumstances went to prove that his neighbor, a boatman, Kearney by name, and, as has since appeared, a British subject, had robbed him during his absence of a large quantity of potatoes; several robberies had occurred about that time; there was no magistrate upon the island, and with some reluctance I yielded to the appeals of Mr. Higgings, and sent a file of the guard to accompany Mr. Higgins in the search for his potatoes. This is probably the "inquisitorial" action referred to, but it was for Kearney to complain, if any one. On the contrary, he expressed his perfect willingness that the military should search his cabin.

In conclusion, I may be permitted to add, that I congratulate myself upon having won the confidence and best wishes of all the respectable inhabitants of the island.

I am, sir, very respectfully, your obedient servant,

L. C. HUNT,

Captain 4th Infantry, Commanding.

Captain ALFRED PLEASANTON,

Acting Assistant Adjutant General, Fort Vancouver, W. T.

SIR: Your communication to Captain Hunt, dated March 21st, has been shown to me, and I have been required to make a brief statement concerning it.

A portion of the parties who signed the communication to you, dated March 7, 1860, reside in the town of San Juan, and are engaged in the retail traffic of liquors, the balance are itinerant boatmen, &c.

Bowker, Chandler, and Frazer have each been arrested on warrants issued by myself, (as a justice of the peace of Whatcom county,) for retailing liquors without a license, and notwithstanding the proofs were positive as to the facts, the jury in each case brought in a verdict of "not guilty," thereby showing a determination to resist the execution of the revenue laws of Washington Territory on the island. The matter has been referred to the county commissioner of Whatcom county.

Justices of the peace have not the power to summarily punish offenders against this portion of the revenue laws.

The general feeling of the actual settlers of the island (numbering about fifty, a majority of whom are citizens of the United States) appears to be in favor of having the laws of Washington Territory extended over the island in all cases relating to life and property, but that no revenue, either federal or municipal, should be collected from any resident of the island; and they consider a license tax municipal revenue.

Under the existing state of affairs on the island, it is necessary that summary power should be exercised by some officer representing the United States.

There is at present no civil officer upon the island, I having resigned the position which I held.

Very respectfully, your obedient servant,

D. F. NEWSOM,
Late Magistrate.

Gen. WM. S. HARNEY.

SAN JUAN ISLAND, *March 30, 1860.*

SIR: We, the undersigned, American citizens, actual settlers upon the island, and tillers of the soil, respectfully represent, that the peace and quiet of the island demand that a stop should be put to the unlicensed and uncontrolled liquor dealing carried on upon the island; that there is no prospect, for various reasons, that any magistrate will long continue to exercise his functions amongst us; that by the result of two recent jury trials it appears that no check exists on the part of the civil power.

Having full confidence in the judgment and discretion of Captain Hunt, the military commander upon the island, we respectfully request that you will give him such instructions as may seem proper to you, to the end that the military power may be brought to bear promptly for the suppression of this great nuisance in our midst.

We have the honor to be, with high respect and esteem,

J. EVERETT HEWETT,
DANIEL W. OAKES,
D. F. NEWSOM, *Late Magistrate,*
And thirty others.

Gen. WM. S. HARNEY,

Commanding the Department of Oregon.

HEADQUARTERS DEPARTMENT OF OREGON,
Fort Vancouver, W. T., April 12, 1860.

COLONEL: Your communication of the 7th of February last, containing the desire of the Secretary of War for an explanation of certain furloughs to enlisted men, stated to have been employed in my service, has been received.

In reply, I have the honor to state, that in consequence of the occupation of the military reserve at this place by the Hudson Bay Company and the Catholic mission, I was compelled, the past year, to go beyond the reserve to make a garden for myself and staff. This was a necessity, unless I had consented to encroach upon the gardens of the troops, which I was not disposed to do. To secure the ground, I purchased it, and such labor as was placed upon it by soldiers on furlough was paid for out of my private means. Seven men were furloughed by my orders for this purpose from a command of five companies. During the time occupied in improving this place—for I had

others than soldiers employed—the ordnance officers, Lieutenants Sill and Welcher, were struck with its advantages as a site for an arsenal, and Lieutenant Welcher made a report to that effect to the colonel of ordnance, requesting permission to obtain it. Satisfied there could be no difficulty in the transfer to the United States, and being always desirous of advancing the public interest, I yielded the place to Lieutenant Welcher, and he occupied it with his detachment for some weeks, when he told me he had received instructions from the colonel of ordnance not to take the place, but to build elsewhere. I was surprised soon after this to receive an indorsement of the Secretary of War, on a statement of the colonel of ordnance, refuting the report made to me by Lieutenant Welcher, and desiring to know for what amount I would be willing to dispose of my improvements.

My communication to your office of December 26, 1859, placed the whole matter before you; and I shall only add that, since that date, I have held the place subject to the disposition of the War Department.

These are the facts of the case, in regard to which the general-in-chief has permitted himself to receive misstatements from a subaltern in arrest for conduct the Secretary himself decides in your communication was a grave breach of discipline.

The course pursued by the general-in-chief is the more marked from his having declined to land at Fort Vancouver for the purpose of giving his personal attention to a proper disposition of the requirements of the service. I am not surprised, therefore, that the Secretary of War should express disapprobation towards myself, under circumstances so adverse to an impartial hearing of the case.

I remain, colonel, very respectfully, your obedient servant,

WM. S. HARNEY,

Brigadier General, Commanding.

Colonel S. COOPER,

Adjutant General United States Army,

Washington City, D. C.

HEADQUARTERS DEPARTMENT OF OREGON,

Fort Vancouver, W. T., April 25, 1860.

SIR: I have the honor to report that, in obedience to General Orders No. 6 of this year, from the headquarters of the army, I have directed special reconnaissances to be made, with a view to obtain the most suitable location for the new post ordered to be established in the vicinity of Fort Boisé.

The explorations and discoveries of the past season render this the more necessary, since they indicate the establishment of a new route for emigrants, some distance to the west of Snake river, to avoid the sandy and barren portions of that route.

To enable the general-in-chief to observe the positions of these proposed routes, a copy of the map of that section of country, taken

from Captain Wallen's explorations, is herewith enclosed. It is probable, from the distance of country to be passed over, that a suitable location for the post may not be ascertained in time to place the troops in position before the coming winter, in which event I shall cause all the preparations to be made, but defer the movement until early in the spring.

I am, sir, very respectfully, your obedient servant,

W. S. HARNEY,
Brigadier General, Commanding.

ASSISTANT ADJUTANT GENERAL,
Headquarters of the Army, New York city.

HEADQUARTERS DEPARTMENT OF OREGON,
Fort Vancouver, W. T., May 5, 1860.

SIR: The troops at Forts Bellingham and Townsend having been withdrawn to Fort Steilacoom, I have the honor to report, for the information of the general-in-chief, that I have offered the use of the buildings at those places to the superintendent of Indian affairs of Washington and Oregon for positions as agencies, with the condition that they would be relinquished if needed hereafter by this command.

A similar arrangement has answered a good purpose for Fort Simcoe, and I trust the present one will meet the approval of the general-in-chief and the War Department.

I am, sir, very respectfully, your obedient servant,

WM. S. HARNEY,
Brigadier General, Commanding.

ASSISTANT ADJUTANT GENERAL,
Headquarters of the Army, New York city.

[Indorsement.]

HEADQUARTERS OF THE ARMY,
Washington, June 14, 1860.

Fort Bellingham was broken up pursuant to orders from the War Department; Fort Townsend by the orders of Brigadier General Harney. By abandoning this latter post, four companies are placed at Fort Steilacoom, where it is understood there are only quarters for three companies.

Respectfully forwarded to the adjutant general.

L. THOMAS,
Assistant Adjutant General.

The following is a copy of a letter from the Secretary of the Army to the Secretary of the War Department, dated 11th March 1891.

The letter is addressed to the Secretary of the War Department, and is signed by the Secretary of the Army.

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ATLANTIC AND PACIFIC MAILS.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

IN REFERENCE TO

The transportation of the mails between the Atlantic and Pacific ports.

JUNE 23, 1860.—Referred to the committee on the Post Office and Post Roads, and ordered to be printed.

To the Senate and House of Representatives :

GENTLEMEN : I feel it my duty to communicate to you that it has been found impracticable to conclude a contract for the transportation of the mails between our Atlantic and Pacific ports on the terms authorized by the 4th section of an act entitled "An act making appropriations for the service of the Post Office Department during the fiscal year ending June 30, 1861," approved June 15, 1860. The Postmaster General has offered the California mails to the several companies and ship-owners engaged in the trade with the Pacific *via* the Isthmus, but they have all declined carrying them for the postages. They demand a higher rate of compensation, and unless power is given to the Postmaster General to accede to this demand, I am well satisfied that these mails cannot be forwarded. It should not be forgotten that, in consequence of the diversion of a large part of the letter mail to the overland route, the postages derived from the California service have been greatly reduced, and afford a wholly inadequate remuneration for the ocean transportation. The weight of these mails, averaging from twelve to fifteen tons semi-monthly, renders it, in view of the climate and character of the road, manifestly impossible to forward them overland without involving an expenditure which no wise administration of the government would impose upon the treasury. I therefore earnestly recommend that the act referred to be so modified as to empower the Postmaster General to provide for carrying the California mails at a rate of compensation which may be deemed reasonable and just.

JAMES BUCHANAN.

JUNE 23, 1860.

COPIES OF CONTRACTS—POST OFFICE DEPARTMENT.

LETTER

FROM

THE POSTMASTER GENERAL,

TRANSMITTING

Copies of contracts, &c.

JUNE 23, 1860.—Ordered to be printed.

POST OFFICE DEPARTMENT, *June 23, 1860.*

SIR: I have the honor herewith to lay before Congress, as required by law, copies of contracts made by this department with the following named persons, to wit:

Jessup & Moore, for wrapping paper.

Jessup & Moore, for hemp twine.

Samuel D. Elwood, for cotton twine.

Samuel D. Elwood, for sealing wax.

Edmund Hoole, for marking and rating stamps.

Blanchard & Mohun, for stationery.

John B. Murray, for lamp-post letter boxes.

Dickey, Ross & Dickey, for cotton twine, in place of Samuel D. Elwood's contract, which has been annulled.

I have the honor to be, very respectfully, your obedient servant,

J. HOLT,

Postmaster General.

HON. WILLIAM PENNINGTON,

Speaker of the House of Representatives.

Jessup & Moore's contract with the Post Office Department for wrapping paper for four years, from January 1, 1860.

This agreement, made and entered into this 12th day of December, A. D. 1859, between the United States of America, by Joseph Holt, Postmaster General, of the first part, and Alfred D. Jessup and Bloomfield H. Moore, of Philadelphia, in the State of Pennsylvania, gentlemen and co-partners in trade, under the name and style of Jessup & Moore, of the second part, witnesseth:

That whereas the said Postmaster General heretofore caused to be published in certain newspapers within the United States a certain advertisement, bearing date the 14th day of October, 1859, a copy of which is hereunto annexed; and whereas, certain proposals were made pursuant to said advertisement, which were received at the Post Office Department, in the city of Washington, and were at the time specified for that purpose in said advertisement duly opened and examined, which said proposals are hereunto annexed, and are to be referred to and form, constitute, and make a part of this contract.

And whereas, all things being considered, it was deemed advisable and most favorable to the interests of the said party of the first part that the proposals of the said party of the second part to supply the districts of the Post Office Department, numbers 1, 2, and 3, in said advertisement referred to, with the kind, and size, and weight, and price hereinafter more particularly specified, of wrapping paper, should be accepted; and, whereas, such proposals were accepted, and notice thereof was duly given to the said party of the second part:

Now, therefore, in consideration of the premises and of the mutual covenants and agreements of the parties aforesaid herein contained, it is hereby covenanted and agreed between the said parties as follows, to wit:

The said party of the second part hereby covenants and agrees to and with the said party of the first part, at the proper cost and expense of the said party of the second part, to make, furnish, and deliver for and to the Post Office Department of the United States so much of each kind of wrapping paper herein specified as shall be required by the said party of the first part, or as shall be required by the Postmaster General of the United States for the purpose of supplying with the same all post offices in the districts aforesaid, which said wrapping paper shall be furnished and delivered as aforesaid, well and securely packed for transportation in single reams, at the agencies of the Post Office Department in the districts aforesaid, or at any other place in said districts, in either of the cities named in said advertisement which the Postmaster General may provide or designate, and each kind of said wrapping paper so to be made, furnished, and delivered, shall in all respects correspond with its description hereinafter contained, to wit:

The paper first named in said advertisement shall be Manila wrapping paper, 20 by 25 inches in size, to weigh not less than 24 pounds to the ream, each ream to contain 20 perfect quires of a finish and smoothness of surface to render it suitable for post office uses as envelope paper; reference to be had to the sample hereunto annexed for all purposes wherein the same shall conform to the description above stated.

The paper of the second description named in said advertisement shall be 26 by 32 inches in size, to weigh not less than 34 pounds to the ream, and to be in all other respects similar to the paper first

above described, a sample of which is hereunto annexed, and is to be referred to in the manner above stated.

The third class of paper in said advertisement mentioned shall be 26 by 40 inches in size, to weigh not less than 55 pounds to the ream, and in all other respects to be similar to the paper first above described, a sample of which is hereunto annexed, and to be referred to for the purposes first above stated.

And the said party of the first part hereby covenants and agrees with the said party of the second part to pay the said party of the second part, in one month after the expiration of each quarter of a year after the execution hereof shall be commenced by the said party of the second part, upon production of the proper vouchers to the Auditor of the Treasury for the Post Office Department, in the city of Washington, for each and every ream of the wrapping paper aforesaid, made and furnished as aforesaid, and delivered as hereinafter mentioned as follows, to wit :

For each and every ream of the wrapping paper first above described, delivered at the agency of the Post Office Department, in district number one, at Washington, D. C., the sum of one dollar and fifty-nine cents.

For each and every ream of wrapping paper, secondly above mentioned, delivered at the place last above mentioned, the sum of two dollars and twenty-four cents. For each and every ream of the same kind of paper, as is first above mentioned, delivered at the agency of the Post Office Department, in district number two, at the city of New York, the sum of one dollar and fifty-four cents. For each and every ream of wrapping paper secondly above mentioned, delivered at the place last above mentioned, the sum of two dollars and eighteen cents. For each and every ream of wrapping paper, thirdly above mentioned, delivered at the place last above mentioned, the sum of three dollars and forty-eight cents. For each and every ream of wrapping paper, first above mentioned, delivered at the agency of the Post Office Department in district number three, at Cincinnati, Ohio, the sum of one dollar and sixty-nine cents. For each and every ream of wrapping paper, secondly above described, delivered at the place last above mentioned, the sum of four dollars.

And the party of the second part further covenants and agrees, that if the districts aforesaid should be reconstructed, or increased in number, the paper aforesaid shall be delivered at such place or places as the Postmaster General shall designate at *pro rata* prices.

And it is mutually covenanted and agreed, between the parties hereto, that in case of repeated failures upon the part of the said party of the second part to promptly furnish and deliver as aforesaid the full quantity of either kind of said paper, corresponding in all respects with the description thereof herein contained, as the same shall be required for the purposes aforesaid by the proper authority, then the Postmaster General shall be at liberty to annul and rescind these presents, and all covenants and agreements on his part entered into by this indenture ; and unless rescinded or annulled as aforesaid this agreement shall continue in force and effect for the period of four

years, commencing at, and immediately to succeed, the first day of January, A. D. 1860, during which period of four years the said party of the second part is to furnish and deliver the said wrapping paper as aforesaid.

And it is further covenanted and agreed upon the part of the party of the second part hereto, that no member of Congress of the United States shall be admitted to any share or part of these presents, or to any benefits to arise therefrom.

In witness whereof, the seal of the said Post Office Department, and the signature of the said Postmaster General, and the [L. s.] hands and seals of the said party of the second part, are hereunto affixed, the day and year first above mentioned.

J. HOLT,
Postmaster General.

Witness : HORATIO KING.

ALFRED D. JESSUP. [L. s.]
B. H. MOORE. [L. s.]

Signed, sealed, and delivered in presence of—
N. B. BROWNE.

In consideration of the making of the foregoing contract by the United States, and in consideration of one dollar to us in hand paid by the said United States, we, the undersigned, do hereby undertake and guarantee that the party of the second part in the said contract named shall faithfully and promptly, in all things, comply with, fulfill, and perform the foregoing contract, and, in case of his failure to do so, we will pay the said United States, on demand, all damages which it may sustain in consequence of such failure.

In witness whereof, we have hereunto set our hands and seals this twelfth day of December, A. D. 1859.

J. B. CHAMPION, [L. s.]
W. P. JENKS, [L. s.]

Signed and sealed in presence of—
N. B. BROWNE.

I certify that the above named J. B. Champion and W. P. Jenks are good and sufficient sureties for the amount of the foregoing contract.

N. B. BROWNE,
Postmaster at Philadelphia.

PHILADELPHIA, November 22, 1859.

DEAR SIR: We propose to furnish the Post Office Department for four years, from the 31st of December next, with wrapping paper, cotton and hemp twine, and sealing wax of similar qualities to the samples of the different articles obtained from the post office agency

in Washington and New York, (specimens of which we herewith submit,) at the following prices, delivered in Washington, D. C.:

Wrapping paper, 20 by 25, at \$1 59 per ream; accepted.

Wrapping paper, 26 by 32, at \$2 24 per ream; accepted.

Cotton twine, balls or spools, $24\frac{9}{10}$ cents per pound; not accepted.

Hemp twine, in hanks, $14\frac{9}{10}$ cents per pound; accepted.

Hemp twine, in balls, $15\frac{9}{10}$ cents per pound; accepted.

Sealing wax, four or twenty sticks to pound, 38 cents per pound; not accepted.

And at the following prices delivered at New York:

Wrapping paper, 20 by 25, at \$1 54 per ream; accepted.

Wrapping paper, 26 by 32, at \$2 18; accepted.

Wrapping paper, 26 by 40, at \$3 48; accepted.

Cotton twine, balls or spools, $23\frac{9}{10}$ cents per pound; not accepted.

Hemp twine, in hanks, $14\frac{4}{10}$ cents per pound; accepted.

Hemp twine, in balls, $15\frac{4}{10}$ cents per pound; accepted.

Sealing wax, four or twenty sticks per pound, $36\frac{2}{10}$ cents per pound; not accepted.

And at the following prices delivered at Cincinnati:

Wrapping paper, 20 by 25, at \$1 69 per ream; accepted.

Wrapping paper, 26 by 40, at \$4 per ream; accepted.

Cotton twine, balls or spools, at $24\frac{9}{10}$ cents per pound; not accepted.

Hemp twine, in hanks, $13\frac{4}{10}$ cents per pound; accepted.

Hemp twine, in balls, $14\frac{4}{10}$ cents per pound; accepted.

Sealing wax, four or twenty sticks per pound, 40 cents per pound; not accepted.

We offer low, hoping to have the entire contract awarded to us; and, if anything less than the whole is awarded to us, we wish to reserve the privilege of declining it, though it may be that we shall be willing to accept any portion that may be awarded to us. For evidence of our ability to comply with our proposal, we refer to the accompanying letter from Mr. Browne, postmaster in this city.

Very respectfully,

JESSUP & MOORE.

Hon. J. HOLT,

Postmaster General, Washington, D. C.

PHILADELPHIA POST OFFICE, November 15, 1859.

SIR: Messrs. Jessup & Moore, who intend making proposals to supply the Post Office Department with wrapping paper, are extensive manufacturers and merchants of this city. They are a firm of the highest standing for integrity and responsibility; and would, I have no doubt, faithfully fulfill any contract they might make with the department.

I am, very respectfully, your obedient servant,

N. B. BROWNE,

Postmaster.

Hon. J. HOLT,

Postmaster General, Washington, D. C.

PROPOSALS FOR WRAPPING PAPER, TWINE, AND SEALING WAX.

POST OFFICE DEPARTMENT, *October 14, 1859.*

Sealed proposals will be received at this department until the 23d day of November next, at 12 o'clock, noon, for furnishing wrapping paper, twine, and sealing wax for the use of the post offices in the United States for four years from and after the 31st day of December next. The said articles are to be delivered, free of expense, at the blank agencies of the Post Office Department at Washington, D. C., New York city, and Cincinnati, Ohio.

The estimated quantity of each article, and the quality thereof, required at each agency yearly, are specified below.

District No. 1, at Washington, D. C.

2,200 reams Manila wrapping paper, 20 by 25 inches in size, and to weigh not less than 24 pounds to the ream, and each ream to contain 20 perfect quires.

10 reams of the same kind of paper, 26 by 32 inches in size, and to weigh not less than 34 pounds to the ream.

2,000 pounds of cotton twine, 4 strands, hard twisted, and in balls to weigh one pound each.

500 pounds of the same kind of twine, on spools, each spool to weigh from $1\frac{1}{2}$ to 2 pounds.

2,000 pounds of coarse hemp twine, about one-eighth of an inch in diameter, well twisted, and in balls or hanks, weighing from $1\frac{1}{2}$ to 2 pounds each.

150 pounds of scarlet sealing wax, of a good quality for ordinary use.

District No. 2, at New York city.

8,000 reams of wrapping paper, similar to that first described in the estimates for district No. 1.

100 reams of do., similar to that last described in said estimate.

200 reams of do., in quality similar to the last named, to be in size 26 by 40 inches, and to weigh not less than 55 pounds to the ream.

7,000 pounds of cotton twine, the same as that first described for district No. 1.

2,000 pounds of cotton twine, same as that of the second description for said district.

6,000 pounds of coarse hemp twine, similar to that of the third description for said district.

600 pounds of scarlet sealing wax, same as for district No. 1.

District No. 3, at Cincinnati, Ohio.

7,000 reams of wrapping paper, similar to that first named for district No. 1.

- 30 reams of do., similar to that last named for said district.
- 6,000 pounds of cotton twine, similar to that of the first description for said district.
- 4,000 pounds of coarse hemp twine, similar to that of the third description for said district.
- 400 pounds of scarlet sealing wax, the same as described in the estimate for district No. 1.

Proposals will be received for each article separately, separately for each district, or for the whole.

The contract will be awarded to the lowest and best bidder, the best bid to be determined after a careful examination for the purpose of ascertaining which bid will, in its practical results, be most advantageous to the department.

The Postmaster General reserves to himself the right to reject any bid where it is apparent that a part of the articles are bid for at a very low and a part at a very high rate, without proper regard to the cost of each, for the purpose of affecting the aggregate of the bids under the estimate contained in this advertisement. If the districts should be reconstructed or increased in number, the articles shall be delivered at such place as the Postmaster General shall designate at *pro rata* prices.

Samples of such articles as are hereby required to be furnished can be seen at or procured from either of the above named agencies.

Each bidder must furnish with his proposals evidence of his ability to comply with his bid.

Two sufficient securities will be required to a contract.

Failures to furnish the articles contracted for promptly, or furnishing articles inferior to those contracted for, will be considered a sufficient cause for the forfeiture of the contract.

Bids not made in accordance with these proposals will not be considered.

Proposals must be marked on the outside of the envelope with the name of the article or articles proposed for, and the letter containing them addressed to the First Assistant Postmaster General, Washington, D. C.

J. HOLT,
Postmaster General.

*Jessup & Moore's contract for hemp twine for districts Nos. 1, 2, and 3,
for four years from January 1, 1860.*

This agreement made and entered into this 12th day of December, A. D. 1859, between the United States of America, by Joseph Holt, Postmaster General, of the first part, and Alfred D. Jessup and Bloomfield H. Moore, of Philadelphia, in the State of Pennsylvania, gentlemen and copartners in trade, under the name and style of Jessup & Moore, of the second part, witnesseth:

That whereas the said Postmaster General heretofore caused to be published in certain newspapers within the United States a certain advertisement, bearing date the 14th day of October, 1859, a copy of which is hereto annexed;

And whereas certain proposals were made pursuant to said advertisement, which were received at the Post Office Department, in the city of Washington, and were at the time specified for that purpose in said advertisement duly opened and examined, which said proposals are attached to a certain contract for wrapping paper for districts number one, two, and three, made and entered into by and between the parties to this contract, and bearing even date herewith, and are referred to and are to form, constitute, and make a part of this contract,

And whereas, all things being considered, it was deemed advisable and most favorable to the interests of the said party of the first part that the proposals of the said party of the second part to supply the districts of the Post Office Department, number one, two, and three, in said advertisement referred to, with hemp twine in balls and hanks of the description and price more particularly hereinafter specified should be accepted; and whereas such proposals were accepted, and notice thereof was duly given to the said party of the second part:

Now, therefore, in consideration of the premises and of the mutual covenants and agreements of the parties aforesaid, herein contained, it is hereby covenanted and agreed between the said parties as follows, to wit:

The said party of the second part hereby covenants and agrees to and with the said party of the first part, at the proper cost and expense of the said party of the second part, to make, furnish, and deliver for and to the Post Office Department of the United States so much of the hemp twine herein specified as shall be required by the Postmaster General of the United States, for the purpose of supplying with the same all post offices in the district aforesaid; which said hemp twine shall be furnished and delivered as aforesaid in balls or in hanks weighing from one and a half pounds to two pounds each, to be well and securely packed for transportation, in packages of such size and weight as shall from time to time be ordered and directed by the said Postmaster General, and which said hemp twine shall be in all respects equal in size, quality, weight, strength, and worth, to the sample thereof hereto annexed.

The said party of the first part hereby covenants and agrees to and with the said party of the second part to pay the said party of the second part for the said twine as follows, viz:

For each and every pound of hemp twine, in balls, furnished and delivered at the agency of the Post Office Department in district number one, at Washington, D. C., the sum of fifteen cents and nine-tenths of a cent, and for each and every pound of hemp twine in hanks, delivered as aforesaid, the sum of fourteen cents and nine-tenths of a cent.

For each and every pound of hemp twine, in balls, furnished and delivered at the agency of the Post Office Department in district

number two, at the city of New York, the sum of fifteen cents and four-tenths of a cent; and for each and every pound of hemp twine, in hanks, delivered as aforesaid, the sum of fourteen cents and four-tenths of a cent. For each and every pound of hemp twine, in balls, furnished and delivered at the agency of the Post Office Department, in district number three, at the city of Cincinnati, Ohio, the sum of fourteen cents and four-tenths of a cent; and for each and every pound of hemp twine, in hanks, delivered as aforesaid, the sum of thirteen cents and four-tenths of a cent.

And the party of the second part further covenants and agrees that if the districts aforesaid should be reconstructed or increased in number the twine aforesaid shall be delivered at such place or places as the Postmaster General shall designate at *pro rata* prices.

And it is mutually covenanted and agreed between the parties hereto that in case of repeated failures upon the part of the said party of the second part, to promptly furnish and deliver as aforesaid the full quantity of said hemp twine, corresponding in all respects with the description thereof herein contained, as the same shall be required for the purposes aforesaid by the proper authority, then the Postmaster General shall be at liberty to annul and rescind these presents, and all covenants and agreements on his part entered into by this indenture, and unless rescinded and annulled as aforesaid this agreement shall continue in full force and effect for the period of four years, commencing at and immediately to succeed the 1st day of January, A. D. 1860; during which period of four years the said party of the second part is to furnish and deliver the said hemp twine as aforesaid.

And the payments for the said hemp twine are to be made to the said party of the second part in one month after the expiration of each quarter of a year after the execution hereof shall be commenced by the said parties of the second part, upon the production of the proper vouchers to the Auditor of the Treasury for the Post Office Department, in the city of Washington.

And it is further covenanted and agreed upon the part of the party of the second part hereto, that no member of Congress of the United States shall be admitted to any share or part of these presents, or to any benefits to arise therefrom.

In witness whereof the seal of the said Post Office Department and the signature of the Postmaster General, and the hands and [L. s.] seals of the said party of the second part are hereunto affixed the day and year first above mentioned.

J. HOLT,
Postmaster General.

Witness to the Postmaster General's signature—

HORATIO KING.

ALFRED D. JESSUP. [L. s.]

B. H. MOORE. [L. s.]

Signed, sealed, and delivered in presence of—

N. B. BROWNE.

In consideration of the making of the foregoing contract by the United States, and in consideration of one dollar to us in hand paid by said United States, we, the undersigned, do hereby undertake and guarantee that the party of the second part in the said contract named shall faithfully and promptly in all things comply with, fulfill, and perform the foregoing contract, and in case of his failure so to do we will pay the said United States, on demand, all damages it may sustain in consequence of such failure.

In witness whereof we have hereunto set our hands and seals this 12th day of December, A. D. 1859.

J. B. CHAMPION. [L. S.]
W. P. JENKS. [L. S.]

Signed and sealed in presence of—
N. B. BROWNE.

I certify that the above named J. B. Champion and W. P. Jenks are good and sufficient sureties for the amount of the foregoing contract.

N. B. BROWNE,
Postmaster, Philadelphia.

PROPOSALS FOR WRAPPING PAPER, TWINE, AND SEALING WAX.

POST OFFICE DEPARTMENT, *October 14, 1859.*

Sealed proposals will be received at this department until the 23d day of November next, at 12 o'clock, noon, for furnishing wrapping paper, twine, and sealing wax, for the use of the post offices in the United States, for four years from and after the 31st day of December next. The said articles are to be delivered free of expense, at the blank agencies of the Post Office Department at Washington, D. C., New York city, and Cincinnati, Ohio.

The estimated quantity of each article, and the quality thereof, required at each agency yearly, are specified below.

District No. 1, at Washington, D. C.

2,200 reams Manila wrapping paper, 20 by 25 inches in size, and to weigh not less than 24 pounds to the ream, and each ream to contain 20 perfect quires.

10 reams of the same kind of paper, 26 by 32 inches in size, and to weigh not less than 34 pounds to the ream.

2,000 pounds of cotton twine, 4 strands, hard twisted, and in balls to weigh one pound each.

500 pounds of the same kind of twine, on spools, each spool to weigh from 1½ to 2 pounds.

2,000 pounds of coarse hemp twine, about one-eighth of an inch in diameter, well twisted, and in balls or hanks, weighing from 1½ to 2 pounds each.

150 pounds of scarlet sealing wax, of a good quality for ordinary use.

District No. 2, at New York city.

8,000 reams of wrapping paper, similar to that first described in the estimates for district No. 1.

100 reams of do., similar to that described in said estimate.

200 reams of do., in quality similar to the last named, to be in size 26 by 40 inches, and to weigh not less than 55 pounds to the ream.

7,000 pounds of cotton twine, the same as that first described for district No. 1.

2,000 pounds of cotton twine, same as that of the second description for said district.

6,000 pounds of coarse hemp twine, similar to that of the third description for said district.

600 pounds of scarlet sealing wax, same as for district No. 1.

District No. 3, at Cincinnati, Ohio.

7,000 reams of wrapping paper, similar to that first named for district No. 1.

30 reams of do., similar to that last named for said district.

6,000 pounds of cotton twine, similar to that of first description for said district.

4,000 pounds of coarse hemp twine, similar to that of the third description for said district.

400 pounds of scarlet sealing wax, the same as described in the estimate for district No. 1.

Proposals will be received for each article separately, separately for each district, or for the whole.

The contract will be awarded to the lowest and best bidder, the best bid to be determined after a careful examination for the purpose of ascertaining which bid will, in its practical results, be most advantageous to the department.

The Postmaster General reserves to himself the right to reject any bid where it is apparent that a part of the articles are bid for at a very low and a part at a very high rate, without proper regard to the cost of each, for the purpose of affecting the aggregate of the bids under the estimate contained in this advertisement. If the districts should be reconstructed or increased in number, the articles shall be delivered at such place as the Postmaster General shall designate, at *pro rata* prices.

Samples of such articles as are hereby required to be furnished, can be seen at or procured from either of the above named agencies.

Each bidder must furnish with his proposals evidence of his ability to comply with his bid.

Two sufficient securities will be required to a contract.

Failures to furnish the articles contracted for promptly, or furnishing articles inferior to those contracted for, will be considered a sufficient cause for the forfeiture of the contract.

Bids not made in accordance with these proposals will not be considered.

Proposals must be marked on the outside of the envelope with the name of the article or articles proposed for, and the letter containing them addressed to the First Assistant Postmaster General, Washington, D. C.

J. HOLT, *Postmaster General.*

Samuel D. Elwood's contract with the Post Office Department for cotton twine, for four years from January 1, 1860.

This agreement, made and entered into this thirtieth day of December, 1859, between the United States of America, by Joseph Holt, Postmaster General, of the first part, and Samuel D. Elwood, of the city of Detroit, in the commonwealth of Michigan, of the second part, witnesseth :

That whereas the said Postmaster General heretofore caused to be published in certain newspapers within the United States a certain advertisement bearing date the 14th day of October, 1859, a copy of which is hereunto annexed ; and whereas certain proposals were made pursuant to said advertisement which were received at the Post Office Department in the city of Washington, and were, at the time specified for that purpose in said advertisement, duly opened and examined, which said proposals are hereunto annexed and are to be referred to and form, constitute, and make a part of this contract ;

And whereas, all things being considered, it was deemed advisable and most favorable to the interests of the said party of the first part, that the proposals of the said party of the second part to supply the districts of the Post Office Department, numbers 1, 2 and 3, in said advertisement referred to, with cotton twine in balls and on spools, of the description and price more particularly hereinafter specified, should be accepted, and whereas such proposals were accepted, and notice thereof was duly given to the said party of the second part;

Now, therefore, in consideration of the premises, and of the mutual covenants and agreements of the parties aforesaid, herein contained, it is hereby covenanted and agreed between the said parties as follows, to wit :

The said party of the second part hereby covenants and agrees to and with the said party of the first part, at the proper cost and expense of the said party of the second part, to make, furnish, and deliver for and to the Post Office Department of the United States so much of the cotton twine herein specified as shall be required by the said party of the first part, or as shall be required by the Postmaster General of the United States for the purpose of supplying with the same all post of-

fices in the district aforesaid, which said cotton twine shall be delivered and furnished, as aforesaid, in balls of sixteen ounces each in weight, or on spools weighing each from one and a half to two pounds, to be well and securely packed, for transportation, in packages of such size and weight as shall from time to time be ordered and directed by the said Postmaster General, and which said cotton twine shall be in all respects equal in size, quality, weight, strength and worth to the sample thereof hereto annexed, and to be composed of four strands.

The said party of the first part hereby covenants and agrees to and with the said party of the second part to pay the said party of the second part for the said cotton twine, as follows, to wit :

For each and every pound of cotton twine in balls and on spools furnished and delivered at the agency of the Post Office Department in district number one, at Washington, D. C., the sum of twenty cents.

For each and every pound of cotton twine in balls and on spools, furnished and delivered at the agency of the Post Office Department number two, at the city of New York, the sum of twenty cents.

For each and every pound of cotton twine in balls and on spools, furnished and delivered at the agency of the Post Office Department in district number three, at the city of Cincinnati, Ohio, the sum of twenty cents.

And the party of the second part further covenants and agrees that if the districts aforesaid should be reconstructed or increased in number, the twine aforesaid shall be delivered at such place or places as the Postmaster General shall designate, at *pro rata* prices.

And it is mutually covenanted and agreed between the parties hereto, that in case of repeated failures upon the part of the said party of the second part to promptly furnish and deliver, as aforesaid, the full quantity of said cotton twine, corresponding in all respects with the description thereof herein contained, as the same shall be required for the purposes aforesaid by the proper authority, then the Postmaster General shall be at liberty to annul and rescind these presents and all covenants and agreements on his part entered into by this indenture ; and unless rescinded or annulled, as aforesaid, this agreement shall continue in force and effect for the period of four years, commencing at and immediately to succeed the first day of January, A. D. 1860, during which period of four years the said party of the second part is to furnish and deliver the said cotton twine as aforesaid.

And the payments for the said cotton twine are to be made to the said party of the second part in one month after the expiration of each quarter of a year after the execution hereof shall be commenced by the said party of the second part, upon the production of the proper vouchers to the Auditor of the Treasury for the Post Office Department, in the city of Washington. And it is further covenanted and agreed, upon the part of the party of the second part hereto, that no member of Congress of the United States shall be admitted to any share or part of these presents, or to any benefits to arise therefrom.

In witness whereof the seal of the said Post Office Department, and the signature of the said Postmaster General, and the hand [L. s.] and seal of the said party of the second part, are hereunto affixed, the day and year first above mentioned.

J. HOLT,
Postmaster General.

Witness to the Postmaster General's signature:

HORATIO KING.

Signed, sealed, and delivered in presence of A. Ten Eyck to S. D. Elwood.

S. D. ELWOOD, [L. s.]

In consideration of the making of the foregoing contract by the United States, and in consideration of the sum of one dollar, to us in hand paid by the said United States, we, the undersigned, do hereby undertake and guarantee that the party of the second part, in the said contract named, shall faithfully and promptly, in all things, comply with, fulfill, and perform the foregoing contract, and, in case of his failure to do so, we will pay the said United States, on demand, all damages which it may sustain in consequence of such failure.

In witness whereof we have hereunto set our hands and seals this 30th day of December, A. D. 1859.

ALPHEUS S. WILLIAMS, [L. s.]
JEFFERSON WILEY, [L. s.]

Signed, sealed, and delivered in presence of—

H. N. WALKER, *P. M.*

I hereby certify that the within named sureties, Alpheus S. Williams and Jefferson Wiley, to the within contract executed by S. D. Elwood are, in my opinion, good and able to respond to all damages which can arise from any default on the part of the principal in said contract.

H. N. WALKER, *P. M.*

DETROIT, *December 30, 1859.*

DETROIT, *November 16, 1859.*

SIR: I herewith submit sealed proposals for furnishing wrapping paper, twine, and sealing wax, for the use of the post offices in the United States for four years from and after the 31st day of December next. The said articles herein mentioned to be delivered by me free of expense at the agencies at Washington city, D. C., New York city, and at Cincinnati, Ohio.

District No. 1, at Washington, D. C.

2,200 reams Manila wrapping paper, 20 by 25 inches in size, and to weigh not less than 24 pounds to the ream, and each ream to contain 20 perfect quires, \$1 90 per ream.

10 reams of the same kind of paper, 26 by 32 inches in size, and to weigh not less than 34 pounds to the ream, \$2 60 per ream.

2,000 pounds of cotton twine, 4 strands, hard twisted, and in balls, to weigh 1 pound each, 20 cents per pound.

500 pounds of the same kind of twine on spools, each spool to weigh from $1\frac{1}{2}$ to 2 pounds, 20 cents per pound.

2,000 pounds coarse hemp twine, about one-eighth of an inch in diameter, well twisted, and in balls or hanks, weighing from $1\frac{1}{2}$ to 2 pounds each, 17 cents per pound.

150 pounds of scarlet sealing-wax, of a good quality, for ordinary use, 30 cents per pound.

District No. 2, at New York city.

8,000 reams of wrapping paper, similar to that first described in the estimates for district No. 1, \$1 75 per ream.

100 reams of wrapping paper, similar to that last described in said estimate, \$2 60 per ream.

200 reams of wrapping paper, in quality similar to the last named, to be in size 26 by 40 inches, and to weigh not less than 55 pounds to the ream, \$4 10 per ream.

7,000 pounds cotton twine, the same as that first described for district No. 1, 20 cents per pound.

2,000 pounds of cotton twine, same as that of second description, for said district, 20 cents per pound.

6,000 pounds of coarse hemp twine, similar to that of the third description, for said district, 17 cents per pound.

600 pounds of scarlet sealing-wax, same as for district No. 1, 30 cents per pound.

District No. 3, at Cincinnati, Ohio.

7,000 reams of wrapping paper, similar to that first named for district No. 1, \$1 70 per ream.

30 reams of wrapping paper, similar to that last named for said district \$2 70 per ream.

6,000 pounds of cotton twine, similar to that of the first description for said district, 20 cents per pound.

4,000 pounds of coarse hemp twine, similar to that of the third description for said district, 17 cents per pound.

400 pounds of scarlet sealing wax, the same as described in the estimate for district No. 1, 30 cents per pound.

Herewith, I also submit the names of the following gentlemen as evidence of my ability to comply with the terms of my bid.

Hon. Henry Ledyard, Washington.

Hon. Robert McClelland, late Secretary of the Interior, Detroit.

Hon. Charles E. Stuart, late United States senator, Kalamazoo.

Hon. Ross Wilkins, United States district judge, Detroit.

Hon. Robert W. Davis, United States collector of customs, Detroit.

Hon. Joseph Miller, United States district attorney, Detroit.

W. F. Story, editor Detroit Free Press, Detroit.

Hon. Elon Farnsworth, late chancellor of the State of Michigan, Detroit.

Hon. Alpheus Felch, late United States senator, Ann Arbor.

Messrs. Cook, Merritt & Brown, stationers, New York city.

C. J. Tooker, cashier Artisans' Bank, New York city.

Hon. S. B. Jewett, United States marshal northern district of New York, Rochester.

John B. Elwood, esq., Rochester.

I offer the Hon. Charles E. Stuart and Hon. Robert McClelland as sureties for the faithful performance of the terms of the contract, or any other two sufficient sureties to be certified by the United States district attorney or United States district judge of the State of Michigan, or of the city of New York, with the same justification.

I have the honor to be,

S. D. ELWOOD,
Of Detroit, Michigan.

Hon. HORATIO KING,

First Assistant Postmaster General, Washington, D. C.

In addition to the above, I do also agree, in case the districts should be reconstructed or increased in numbers by the department, any time after the 31st day of December, that the articles above named shall be delivered at such places as the Postmaster General shall designate at *pro rata* prices.

S. D. ELWOOD.

PROPOSALS FOR WRAPPING PAPER, TWINE, AND SEALING WAX.

POST OFFICE DEPARTMENT, *October 14, 1859.*

Sealed proposals will be received at this department until the 23d day of November next, at 12 o'clock, noon, for furnishing wrapping paper, twine, and sealing wax for the use of the post offices in the United States for four years from and after the 31st day of December next. The said articles are to be delivered, free of expense, at the blank agencies of the Post Office Department at Washington, D. C., New York city, and Cincinnati, Ohio.

The estimated quantity of each article, and the quality thereof, required at each agency yearly, are specified below.

District No. 1, at Washington, D. C.

2,200 reams Manila wrapping paper, 20 by 25 inches in size, and to weigh not less than 24 pounds to the ream, and each ream to contain 20 perfect quires.

10 reams of the same kind of paper, 26 by 32 inches in size, and to weigh not less than 34 pounds to the ream.

2,000 pounds of cotton twine, 4 strands, hard twisted, and in balls to weigh one pound each.

500 pounds of the same kind of twine, on spools, each spool to weigh from $1\frac{1}{2}$ to 2 pounds.

2,000 pounds of coarse hemp twine, about one-eighth of an inch in diameter, well twisted, and in balls or hanks, weighing from $1\frac{1}{2}$ to 2 pounds each.

150 pounds of scarlet sealing wax, of a good quality for ordinary use.

District No. 2, at New York city,

8,000 reams of wrapping paper, similar to that first described in the estimates for district No. 1.

100 reams of do., similar to that last described in said estimate.

200 reams of do., in quality similar to the last named, to be in size 26 by 40 inches, and to weigh not less than 55 pounds to the ream.

7,000 pounds of cotton twine, the same as that first described for district No. 1.

2,000 pounds of cotton twine, same as that of the second description for said district.

6,000 pounds of coarse hemp twine, similar to that of the third description for said district.

600 pounds of scarlet sealing wax, same as for district No. 1.

District No. 3, at Cincinnati, Ohio.

7,000 reams of wrapping paper, similar to that first named for district No. 1.

30 reams of do., similar to that last named for said district.

6,000 pounds of cotton twine, similar to that of the first description for said district.

4,000 pounds of coarse hemp twine, similar to that of the third description for said district.

400 pounds of scarlet sealing wax, the same as described in the estimate for district No. 1.

Proposals will be received for each article separately, separately for each district, or for the whole.

The contract will be awarded to the lowest and best bidder, the best bid to be determined after a careful examination for the purpose of ascertaining which bid will, in its practical results, be most advantageous to the department.

The Postmaster General reserves to himself the right to reject any bid where it is apparent that a part of the articles are bid for at a very low and a part at a very high rate, without proper regard to the cost of each, for the purpose of affecting the aggregate of the bids under the estimate contained in this advertisement. If the districts should be reconstructed or increased in number, the articles

shall be delivered at such place as the Postmaster General shall designate at *pro rata* prices.

Samples of such articles as are hereby required to be furnished can be seen at or procured from either of the above named agencies.

Each bidder must furnish with his proposals evidence of his ability to comply with his bid.

Two sufficient securities will be required to a contract.

Failures to furnish the articles contracted for promptly, or furnishish articles inferior to those contracted for, will be considered a sufficient cause for the forfeiture of the contract.

Bids not made in accordance with these proposals will not be considered.

Proposals must be marked on the outside of the envelope with the name of the article or articles proposed for, and the letter containing them addressed to the First Assistant Postmaster General, Washington, D. C.

J. HOLT,
Postmaster General.

Samuel D. Elwood's contract with the Post Office Department for sealing wax, for four years from January 1, 1860.

This agreement, made and entered into this thirtieth day of December, A. D. 1859, between the United States of America by Joseph Holt, Postmaster General, of the first part, and Samuel D. Elwood, of the city of Detroit, in the commonwealth of Michigan, of the second part, witnesseth:

That whereas the said Postmaster General heretofore caused to be published in certain newspapers within the United States a certain advertisement bearing date the 14th day of October, 1859, a copy of which is hereunto annexed; and whereas certain proposals were made pursuant to said advertisement which were received at the Post Office Department, in the city of Washington, and were, at the time specified for that purpose in said advertisement, duly opened and examined, which said proposals are attached to a certain contract for cotton twine for districts number 1, 2, and 3, made and entered into by and between the parties to this contract, and bearing even date herewith, and are referred to, and to form, constitute, and make part of this contract.

And whereas, all things being considered, it was deemed advisable and most favorable to the interests of the said party of the first part that the proposals of the said party of the second part to supply the districts of the Post Office Department number 1, 2, and 3, in said advertisement referred to, with scarlet sealing wax of the description and price more particularly hereinafter specified, should be accepted; and whereas said proposals were accepted, and notice thereof was duly given to the said party of the second part:

Now, therefore, in consideration of the premises, and of the mutual covenants and agreements of the parties aforesaid herein contained, it is hereby covenanted and agreed between the said parties as follows, to wit:

The said party of the second part hereby covenants and agrees to and with the said party of the first part, at the proper cost and expense of the said party of the second part, to furnish and deliver for the use of the Post Office Department of the United States at the agencies of the said department in Washington, D. C., New York city, and Cincinnati, Ohio, so much of said wax of each kind herein specified as shall be required by the said party of the first part, or as shall be required by the Postmaster General of the United States for the purpose of supplying with the same all post offices in the districts aforesaid, which said wax shall be furnished and delivered as aforesaid, well and securely packed for transportation in boxes of one pound each at the agencies of the Post Office Department in the districts aforesaid, or at any other place in either of the districts named within the cities mentioned in said advertisement which the Postmaster General may provide or designate, in such quantities of each description of wax as shall be ordered and required for the purposes aforesaid; and each kind of said wax so to be furnished and delivered shall in all respects correspond with its description hereinafter contained, to wit:

The wax shall be scarlet sealing wax of the kind, worth, quality, and color of the samples thereof, marked and numbered three and four. Number three is to consist of four sticks to the pound, and number four of twenty sticks to the pound, to be furnished and delivered in such proportions of each kind as may be required; the said sticks to be of the same size and shape of the sticks of the samples aforesaid, which said samples are to be referred to, and to be preserved and kept in the Post Office Department at Washington aforesaid.

And the said party of the first part hereby covenants and agrees with the said party of the second part to pay to the said party of the second part, in one month after the expiration of each quarter of a year, after the execution hereof shall be commenced by the said party of the second part, and upon the production of the proper vouchers to the Auditor of the Treasury for the Post Office Department, in the city of Washington aforesaid, for each and every pound of said sealing wax furnished and delivered as aforesaid, the sum of thirty cents.

And the party of the second part further covenants and agrees that, if the districts aforesaid should be reconstructed or increased in number, the wax aforesaid shall be delivered at such place or places as the Postmaster shall designate at *pro rata* prices.

And it is mutually covenanted and agreed between the parties hereto, that in case of repeated failures upon the part of the said party of the second part to promptly furnish and deliver, as aforesaid, the full quantity of either kind of said wax corresponding in all respects with the description thereof herein contained, as the same shall be required for the purposes aforesaid by the proper authority, then the Postmaster General shall be at liberty to annul and

rescind these presents and all covenants and agreements on his part hereby entered into.

And, unless annulled and rescinded as aforesaid, this agreement shall continue in force and effect for the period of four years, commencing at and immediately to succeed the first day of January, 1860; during which period of four years the said party of the second part is to furnish and deliver the said wax in the manner aforesaid.

And it is further covenanted and agreed upon the part of the said party of the second part hereto, that no member of Congress of the United States shall be admitted to any share or part of these presents, or to any benefit to arise therefrom.

In witness whereof, the seal of the said Post Office Department
[L. s.] and the signature of the said Postmaster General, and the hand and seal of the said party of the second part are hereunto affixed, the day and year first above mentioned.

J. HOLT,
Postmaster General.

Witness to Postmaster General's signature:
HORATIO KING.

S. D. ELWOOD. [L. s.]

Signed and delivered in presence of—

A. TEN EYCK as to S. D. Elwood.

In consideration of the making of the foregoing contract by the United States of America, and in consideration of the sum of one dollar to us in hand paid by the said United States, we, the undersigned, do hereby undertake and guarantee that the party of the second part, in the said contract named, shall, faithfully and promptly, in all things comply with, fulfill, and perform the foregoing contract; and in case of the failure of the party of the second part herein mentioned so to do, we will pay to the said United States, on demand, all damages which it may sustain by reason of such failure.

In witness whereof, we have hereunto set our hands and seals, this 30th day of December, A. D. 1859.

ALPHEUS S. WILLIAMS. [L. s.]
JEFFERSON WILEY. [L. s.]

Signed and sealed in presence of—

H. N. WALKER, *Postmaster.*

I hereby certify that the sureties, Alpheus S. Williams and Jefferson Wiley, to the within contract, signed by S. D. Elwood, are, in my opinion, good, and able to respond to all damages which can arise from any default on the part of the principal in said contract.

H. N. WALKER, *Postmaster.*

DETROIT, MICHIGAN, *December 30, 1859.*

PROPOSALS FOR WRAPPING PAPER, TWINE, AND SEALING WAX.

POST OFFICE DEPARTMENT, *October 14, 1859.*

Sealed proposals will be received at this department until the 22d day of November next, at 12 o'clock, noon, for furnishing wrapping paper, twine, and sealing wax, for the use of the post offices in the United States for four years from and after the 31st day of December next. The said articles are to be delivered, free of expense, at the blank agencies of the Post Office Department at Washington, D. C., New York city, and Cincinnati, Ohio.

The estimated quantity of each article and the quality thereof, required at each agency yearly, are specified below.

District No. 1, at Washington, D. C.

2,200 reams Manila wrapping paper, 20 by 25 inches in size, and to weigh not less than 24 pounds to the ream, and each ream to contain 20 perfect quires.

10 reams of the same kind of paper, 26 by 32 inches in size, and to weigh not less than 34 pounds to the ream.

2,000 pounds of cotton twine, 4 strands, hard twisted, and in balls to weigh one pound each.

500 pounds of the same kind of twine, on spools, each spool to weigh from $1\frac{1}{2}$ to 2 pounds.

2,000 pounds of coarse hemp twine, about one-eighth of an inch in diameter, well twisted, and in balls or hanks weighing from $1\frac{1}{2}$ to 2 pounds each.

150 pounds of scarlet sealing wax, of a good quality for ordinary use.

District No. 2, at New York city.

8,000 reams of wrapping paper, similar to that first described in the estimates for district No. 1.

100 reams of do., similar to that last described in said estimate.

200 reams of do., in quality similar to the last named, to be in size 26 by 40 inches, and to weigh not less than 55 pounds to the ream.

7,000 pounds of cotton twine, the same as that first described for district No. 1.

2,000 pounds of cotton twine, same as that of the second description for said district,

6,000 pounds of coarse hemp twine, similar to that of the third description for said district.

600 pounds of scarlet sealing wax, same as for district No. 1.

District No. 3, at Cincinnati, Ohio.

7,000 reams of wrapping paper, similar to that first named for district No. 1.

30 reams of do., similar to that last named for said district.

6,000 pounds of cotton twine, similar to that of the first description for said district.

4,000 pounds of coarse hemp twine, similar to that of the third description for said district.

400 pounds of scarlet sealing wax, the same as described in the estimate for district No. 1.

Proposals will be received for each article separately, separately for each district, or for the whole.

The contract will be awarded to the lowest and best bidder, the best bid to be determined after a careful examination for the purpose of ascertaining which bid will, in its practical results, be most advantageous to the department.

The Postmaster General reserves to himself the right to reject any bid where it is apparent that a part of the articles are bid for at a very low and a part at a very high rate, without proper regard to the cost of each, for the purpose of affecting the aggregate of the bids under the estimate contained in this advertisement. If the districts should be reconstructed or increased in number, the articles shall be delivered at such place as the Postmaster General shall designate at *pro rata* prices.

Samples of such articles as are hereby required to be furnished can be seen at or procured from either of the above named agencies.

Each bidder must furnish with his proposals evidence of his ability to comply with his bid.

Two sufficient securities will be required to a contract.

Failure to furnish the articles contracted for promptly, or furnishing articles inferior to those contracted for, will be considered a sufficient cause for the forfeiture of the contract.

Bids not made in accordance with these proposals will not be considered.

Proposals must be marked on the outside of the envelope with the name of the article or articles proposed for, and the letter containing them addressed to the First Assistant Postmaster General, Washington, D. C.

J. HOLT,
Postmaster General.

Edmund Hoole's contract with the Post Office Department for marking stamps, for four years from April 1, 1859.

This agreement, made and entered into this 22d day of March, in the year of our Lord one thousand eight hundred and fifty-nine, between the United States of America, of the first part, by Joseph Holt, Postmaster General of said United States, and Edmund Hoole, of the city of New York, of the second part, witnesseth: That whereas the said Postmaster General did, on the 15th day of December last past, or soon thereafter, cause to be inserted in certain newspapers printed within the United States a certain advertisement headed

“Proposals for circular marking and rating stamps,” a copy of which advertisement is hereunto annexed ; and whereas, on the day named in the said advertisement, to wit: on the 21st day of February, 1859, the several proposals which had been received in answer to said advertisement at the Post Office Department, at the city of Washington, were opened and examined, and, after due deliberation, it was decided that the proposal of the party of the second part should be accepted, which said proposal is to be taken and construed in connexion with said advertisement, both of which are to form a part of this contract, which said proposal is in the words and figures following, to wit :

“NEW YORK, *February* 19, 1859.

“I, Edmund Hoole, do hereby propose to furnish stamps agreeably to the accompanying advertisement at the following prices : Class 1, five dollars each, (\$5) no extra charge for inserting extra letters or figures. Class 2, steel stamps with iron dates, three dollars and fifty cents each, (\$3,50 ;) steel stamps with copper-faced dates, two dollars each, (\$2.) Class 3, steel stamps with months in blocks and figures in single type of type-metal, one dollar (\$1) each ; steel stamp with months and dates in blocks of type-metal, one dollar and thirty cents each, (\$1,30.) Class 4 included in class 1, at the same price. Any or all of the above stamps will be supplied with the patent flexible handle at an extra charge of three dollars (\$3) each. The above stamps will be made of the style and size of the accompanying samples, or as much larger or smaller as the department may direct. Rating stamps will be furnished at the following prices : For stamps Free, Paid, Ship, Due, Due 1, 10, 15, forty cents each, of steel, and twenty cents each, of copper-face, including handle ; stamps Missent, Forwarded, Advertised, Steamboat, Cancel, Drop 1 ct., Paid 10, Paid 15, sixty-cents each, of steel, and thirty cents each, of copper-face, including handles ; stamps United States 6 cts., Post Office Business Free, Held for Postage, Missent, and Forwarded, one dollar and twenty cents each, of steel, and sixty cents each, of copper-face, including handle. I also agree to deliver the stamps at the Post Office Department, Washington city, free of charge.

“EDMUND HOOLE,

“*No. 160 William street.*

“I also propose to furnish Miller’s improved hammer handle at an extra cost of four dollars for each stamp.

“EDMUND HOOLE.”

Now, therefore, the said party of the first part hereby agrees to order such stamps, of the description mentioned in said advertisement and proposal, as may be from time to time required, from the 1st day of April next until the 31st day of March, 1863, under the rules,

regulations, and orders of the Post Office Department, as now existing or hereafter to be made, for such of the post offices and route agents in the United States as are to be furnished therewith, to be made by the said party of the second part under this contract, and to pay for the same at the rates named in the said proposal of the said party of the second part, which payment shall be made on the presentation of the account of the said party of the second part, with the proper vouchers, at the Post Office Department, in the city of Washington, quarterly, to commence on the 1st day of July next.

And the said party of the second part agrees to deliver at the Post Office Department, in the city of Washington, at his own cost and expense, within a reasonable time after the same may be ordered by the Postmaster General, any stamps named in said advertisement and proposal, at the prices named in said proposal; the names of the office and State and railroad and river lines in the circular stamps to be such as the Postmaster General shall in each case direct.

It is further agreed that each of the stamps shall be made of steel, and the filling up, mounting, materials, and workmanship, shall be in all respects equal to the samples furnished by the said party of the second part to the Post Master General, the imprint of which is, in class 1, "Washington city, D. C. Mar. 30, 1859;" in class 2, "New York and New Haven R. R., Mar. 30;" in class 3, "Whitlocksville, N. Y., Mar. 30;" and in class 4, "New York Am. Pkt. Mar. 30, 1859, 6 Paid;" and which said samples shall be deposited with and kept by the First Assistant Postmaster General, subject to the inspection and use of all parties interested.

And it is further agreed and understood that the said party of the second part shall furnish with each circular stamp of the first and fourth classes blocks of steel suitably cut and engraved for five consecutive years, of a size suitable for the stamps aforesaid.

And it is further agreed and understood that the said party of the second part shall furnish the rating stamps named in his proposals and said advertisement, of the material and at the prices named in said proposal, and all other rating stamps which may be ordered by said Postmaster General at *pro rata* prices.

And it is further agreed and understood that no member of Congress shall be admitted to any share or part of this contract, or to any benefit to arise therefrom; and this agreement shall, in all parts, be subject to the terms and requisitions of an act of Congress passed on the twenty-first day of April, 1808, entitled "An act concerning public contracts."

And it is further agreed that this contract may be annulled for repeated failures, or for not furnishing the articles ordered of the kind and quality required by this contract within a reasonable time after the same shall be ordered.

In witness whereof the said party of the second part has affixed his

hand and seal, and the said Postmaster General has affixed the seal of said Post Office Department, this 22d day of March, A. D. 1859.

J. HOLT. [L. S.]

Signed, sealed and delivered by the
Postmaster General in presence of—
HORATIO KING.

EDMUND HOOLE. [L. S.]

Executed in presence of—
THOS. H. CORBETT.

In consideration of the making of the foregoing contract by the United States, and of the sum of one dollar to us in hand paid by the said United States, we, the undersigned, do hereby undertake and guaranty that the party of the second part in said contract named shall faithfully and promptly in all things comply with, fulfill and perform the foregoing contract; and that in case of his failing so to do, we will pay to the said United States, on demand, all damages which they may sustain in consequence of such failure. In witness whereof we have hereunto set our hands and seals this twenty-eighth day of March, 1859.

WM. M. TWEED. [L. S.]
JOHN G. SATTERLEY. [L. S.]

Executed in presence of—
CHARLES A. CRAWFORD.

The undersigned, postmaster of the city of New York, hereby certifies that he is acquainted with the above named sureties, and knows them to be men of property and responsibility, and able to make good this guaranty.

ISAAC V. FOWLER,
Postmaster.

PROPOSALS FOR CIRCULAR MARKING AND RATING STAMPS.

POST OFFICE DEPARTMENT, *December 15, 1858.*

Sealed proposals will be received at this department until the 21st day of February, 1859, until 12 of the clock at noon, for furnishing for the use of post offices in the United States, for four years from the first day of April next, marking and rating stamps of the following description, viz:

CLASS 1. Circular marking stamps of steel, or other material of equal durability, of a circumference not to exceed $3\frac{3}{4}$ inches, but as much less as convenience and good taste may dictate; with the name of the office and State; with type for the years, months, and days, in blocks of like material, with sufficient thumb screw for the same, with handles of cocoa, mahogany, or other heavy wood, of a model most convenient for use. In proposals for this class of stamps, the

bidder will state the additional charge, per letter or figure, for inserting within the circle, when required, such words and figures as *paid, free, paid 10, ship, &c.*

CLASS 2. Circular marking stamps of iron, or other material equal thereto, for the use of post offices and route agents on railroads and steamboat lines; with the name of the office and State, or the name of the railroad or river line; with type for months and dates, in blocks of the same material, with suitable thumb screw, and handles of black walnut or cherry tree, of a model best adapted for use; the circumference of the stamp to be the same as described in class No. 1.

CLASS 3. Circular marking stamps of box-wood or other material of equal durability, of the same size of class No. 1; with the name of the office and State; with type for months and days of printers' type metal, in blocks of single letters and figures, with thumb screw and handles the same as described in class No. 2.

The contract for this class will not take effect until from and after the 2d day of July next.

CLASS 4. Marking stamps, for foreign mails, similar to those now in use in the post offices at New York, Philadelphia, and Boston, or of any other style adapted to the above purpose.

Also, the following rating stamps, to correspond with the circular stamps in classes 1, 2, and 3 in material, handles, and workmanship, and such other rating stamps not named herein as may be required, of a like description, at *pro rata* prices; and if the style or material thereof shall be altered by direction of the department, the price shall be increased or reduced in the same proportion, viz:

Paid	Missent and forwarded.
Free	Cancel.
Missent	Due.
Forwarded	Due 1.
Post office business, free	Drop 1 cent.
Advertised	10
Steamboat	15
Ship	Paid 10
United States, 6d.	Paid 15
Held for postage.	

Proposals for improved or patented stamps, with cylinders for the month and days, or with points to pierce the envelope, or with other improvements, will be considered.

The right to change or alter the style of the stamps described in either class, upon equitable terms, is reserved to the Postmaster General.

Proposals will be received for furnishing *the whole* of the above named circular stamps, or for *each class* separately.

Stamps will be ordered for the different classes of offices agreeably to the rules now in force, and according to such rules and regulations of the department as may hereafter be adopted in relation thereto.

The number of circular stamps required per annum is estimated at 300 for the first class, 500 for the second class, 1,200 for the third

class, and 100 for the fourth class. The number of rating stamps required for the same period is estimated at 2,500.

Models of the stamps must accompany the proposals.

Each bidder must furnish with his proposals evidence of his ability to comply with his bid.

Sufficient sureties will be required to a contract, and the stamps must be delivered at the Post Office Department at the expense of the contractor.

Proposals must be indorsed on the outside of the envelopes with "Proposals for Post Office Marking Stamps," and addressed to the First Assistant Postmaster General, Washington, D. C.

AARON V. BROWN,
Postmaster General.

Blanchard and Mohun's contract with the Post Office Department for stationery, for four years from the 1st of October, 1859.

This agreement made and entered into this 29th day of September, A. D. 1859, between the United States of America, by Joseph Holt, Postmaster General, of the first part, and Valentine Blanchard and Richard B. Mohun, of the city of Washington, of the second part, witnesseth: That whereas the said Postmaster General heretofore caused to be published in certain newspapers within the United States a certain advertisement, bearing date the 24th day of August, 1859, a copy of which is hereto annexed. And whereas certain proposals were made pursuant to said advertisement, which were received at the Post Office Department in the city of Washington, and were at the time specified for that purpose in said advertisement, duly opened, and, with their accompanying samples, duly examined, which said proposals of the said party of the second part are hereunto annexed and are to be referred to, and to form, constitute, and make a part of this contract. And whereas, all things being considered, it was deemed advisable and most favorable to the interests of the said party of the first part that the proposals of the said party of the second part should be accepted. And whereas the said proposals were then and there accepted, and notice thereof was duly given to the said parties of the second part; which said proposals are in the words and figures following, to wit:

PROPOSALS FOR STATIONERY.

POST OFFICE DEPARTMENT, *August 24, 1859.*

Sealed proposals will be received at the Post Office Department until the 26th day of September next, at 9 o'clock, a. m., for furnishing the stationery for this department for four years from the first day of October, 1859. Those unaccompanied by satisfactory testimonials of ability to fulfill a contract will not be considered.

All the articles must be of the very best quality; samples of which,

containing at least a ream of each kind of paper, must accompany the bids; and the department reserves the right to retain and pay for the same at the price stated in the offer, or to return them, at its option. No bid will be considered where the articles accompanying it are not of the kind and quality required by the department, and spurious articles will subject the entire bid to rejection at the pleasure of the department.

The subjoined list specifies, as nearly as can now be done, the amount, quality, and description of each of the kinds of articles that will be wanted:

10 reams folio post, satin or plain finish, faint-lined, and trimmed, to weigh not less than 17 pounds per ream.

10 reams foolscap, hand-made, faint-lined, and trimmed, to weigh not less than 12 pounds per ream.

40 reams foolscap, plain, machine, faint-lined, and trimmed, to weigh not less than 12 pounds per ream.

10 reams foolscap, blue-laid, hand-made, faint-lined, garden pattern, commonly known as despatch or consular paper, to weigh not less than sixteen pounds per ream.

150 reams quarto post, hand-made, plain, faint-lined three sides, per ream.

125 reams quarto post, machine, plain, faint-lined three sides, per ream.

4 reams best hand-made super royal paper, plain, per ream.

1 ream best hand-made royal paper, plain, per ream.

4 reams best hand-made demi paper, plain, per ream.

3 reams best hand-made double cap paper, plain, per ream.

10 reams note paper, gilt, per ream, large size.

5 reams note paper, plain, per ream, large size.

10 reams note paper, gilt, per ream, small size.

5 reams note paper, plain, per ream, small size.

100 reams envelope paper, yellow or buff, royal, per ream.

20 reams blotting paper, royal, per ream.

25 dozen cards Perry's best metallic pens and holders, per dozen cards.

25 dozen cards of all other manufactures in use, per dozen cards.

40 gross metallic pens, per gross.

2 gross large barrel pen handles, rosewood, per gross.

2 gross small barrel pen handles, rosewood, per gross.

6 gross steel-tipped pen handles, per gross.

500 opaque quills. No. 80, per thousand.

25 dozen Contee's best black lead pencils, graduated, per dozen.

25 dozen Monroe's, or other manufactured, graduated, per dozen.

10 dozen best red lead pencils, per dozen.

20 dozen folders, ivory, 9-inch, per dozen.

400 dozen red linen tape, assorted, per dozen.

10 dozen silk taste, colors and widths, in hanks, per dozen.

1 dozen pounce boxes, cocoa, per dozen.

20 dozen paper weights, assorted, per dozen.

1 dozen best gold pens, per dozen.

12 dozen sand boxes, of cocoa, per dozen.

15 dozen wafer stands, or boxes, cocoa, per dozen.

6 dozen erasers, Rodgers & Son's, ivory handles, genuine, per dozen.

8 dozen penknives, Rodgers & Son's, four blades, buckhorn handles, genuine, per dozen.

6 dozen wafer-stamps, ivory handles, per dozen.

5 dozen wafer-stamps, lignumvitæ handles, per dozen.

4 dozen office shears, 11 inches, per dozen.

4 dozen office scissors, per dozen.

12 dozen inkstands, Draper's patent, movable tops, per dozen.

4 dozen inkstands, cast iron, large, double, per dozen.

2 dozen inkstands, cast iron, large, single, per dozen.

2 dozen bronze spring-top inkstands, per dozen.

200 bottles ink, black, Maynard & Noyes's, in quart bottles, per bottle.

75 dozen ink, Cooper & Phillips's, or equal, per quart bottle.

100 dozen ink, red, Arnold's or equal, in quarter pint bottles, per bottle.

100 pounds wafers, common sizes, red, per pound.

75 pounds sealing wax, best extra superfine, scarlet, per pound.

20 pounds India rubber, prepared, per pound.

5 pounds India rubber, unprepared, per pound.

300 quarts black sand, per quart.

20 ounces pounce, per ounce.

400 pounds twine, linen, per pound.

100 pounds twine, cotton, per pound.

6 dozen rulers, mahogany, round or flat, per dozen.

2 dozen rulers, lignumvitæ, round, per dozen.

5 pounds sponge, best, per pound.

10 pounds gum arabic, best, per pound.

5,000 extra large size white adhesive envelopes, very smooth and thick, $9\frac{1}{2}$ by $4\frac{1}{2}$ inches square, per hundred.

25,000 long buff adhesive envelopes, very smooth and thick, $9\frac{1}{2}$ by $3\frac{7}{8}$ inches, per hundred.

25,000 long white or buff adhesive envelopes, very smooth and thick, for letters and circulars, $8\frac{3}{4}$ by $3\frac{5}{8}$ inches per hundred.

3,000 buff or white adhesive letter envelopes, very smooth and thick, per hundred.

1,000 small size white note adhesive envelopes, per hundred.

2,000 large size white note adhesive envelopes, per hundred.

3,000 letter size white adhesive envelopes, per hundred.

The adhesive envelopes must be thickly gummed, a fourth of an inch wide, round the lappels.

Each bidder must furnish with his proposals a sample, and but one sample, of each article bid for.

Each article must be bid for, and no more than one price named for any one article.

Bids not fully conforming to the advertisement will not be considered.

The terms and conditions of the advertisement for stationery are to be incorporated in the contract for stationery; and the head of the department will, in all cases, judge whether the articles tendered by the contractor are of the quality required by the contract.

The contract will be awarded to the lowest and best bidder, and bond and security will be required for its faithful performance.

The stationery is to be furnished as it may be ordered by the department, and at the contract prices, whether the quantities exceed or fall short of those estimated.

Each proposal must be signed by the individual or firm making it, and must specify a price, *and but one price*, for each and every article named in the schedule. Should any articles be required which are not enumerated, they are to be furnished at the lowest market prices, if the department shall see fit to order them from the contractor having the contract for similar articles; and, if the contractors and the department do not agree, then the department may have the article furnished by any other person or persons who will furnish it at a price lower than that demanded by the contractor.

Blank forms for proposals will be furnished at the department to persons applying for them; and, as without uniformity therein the department would find it difficult to make a decision, none will be taken into consideration unless substantially agreeing therewith.

The department reserves to itself the right of ordering a greater or a less quantity of each and every article contracted for as the public service may require.

The head of the department will in all cases decide whether the terms of the contract have been complied with, and reserves the power to annul the contract upon any failure to comply in a reasonable time.

Bonds, with approved security, are to be given by the person or persons contracting, and in case of a failure to supply the articles, the contractor and his sureties shall be liable for the forfeiture specified in such bond as liquidated damages.

The contract will be awarded to the lowest and best bidder; the best bid to be determined after a careful examination for the purpose of ascertaining which bid will, in its practical results, be most advantageous to the department.

The department reserves to itself the right to reject any bid where it is apparent that a part of the articles are bid for at a very low and a part at very high rates, without proper regard to the cost of each, for the purpose of affecting the aggregate to the bids under the estimate contained in the advertisement.

J. HOLT,
Postmaster General.

*Proposals for stationery.*WASHINGTON CITY, *September 26, 1859.*

The undersigned propose to furnish for the use of the Post Office Department the following articles of stationery, more or less, at any time ordered during the next four years, commencing on the 1st day of October, 1859, at the annexed rates, and will enter into contract, *as specified in the advertisement of the department.*

BLANCHARD & MOHUN.

Estimated quantity wanted for each year.	Amount.	Total.
10 reams folio post, satin or plain finish, faint-lined, and trimmed, to weigh not less than 17 lbs per ream.....	\$1 00	\$10 00
10 reams foolscap, hand-made, faint-lined, and trimmed, to weigh not less than 12 lbs per ream.....	3 50	35 00
40 reams foolscap, plain, machine, faint-lined, and trimmed, to weigh not less than 12 lbs per ream.....	1 00	40 00
10 reams foolscap, blue-laid, hand-made, faint-lined, garden pattern, commonly known as despatch or consular paper, to weigh not less than 16 lbs. per ream.....	4 00	40 00
150 reams quarto post, hand-made, plain, faint-lined three sides, per ream.....	50	75 00
125 reams quarto post, machine, plain, faint-lined three sides, per ream.....	3 00	375 00
4 reams best hand-made super royal paper, plain, per ream.....	3 00	12 00
1 ream best hand-made royal paper, plain, per ream.....	3 00	3 00
4 reams best hand-made demi paper, plain, per ream.....	3 00	12 00
4 reams best hand-made medium paper, plain, per ream.....	8 00	32 00
3 reams best hand-made double cap paper, plain, per ream.....	3 00	9 00
10 reams note paper, gilt, per ream, large size.....	2 00	20 00
5 reams note paper, plain, per ream, large size.....	2 00	10 00
10 reams note paper, gilt, per ream, small size.....	1 00	10 00
5 reams note paper, plain, per ream, small size.....	1 00	5 00
100 reams envelope paper, yellow or buff, royal, per ream.....	1 00	100 00
20 reams blotting paper, royal, per ream.....	25	5 00
25 dozen cards Perry's best metallic pens and holders, per dozen cards.....	10	2 50
25 dozen cards of all other manufactures in use, per dozen cards..	10	2 50
40 gross metallic pens, per gross.....	2 00	80 00
2 gross large barrel pen handles, rosewood, per gross.....	25	50
2 gross small barrel pen handles, rosewood, per gross.....	25	50
6 gross steel tipped pen handles, per gross.....	3 00	18 00
500 opaque quills, No. 80, per M.....	10 00	5 00
25 dozen Contee's best black lead pencils, graduated, per dozen..	10	2 50
25 dozen Monroe's, or other manufactured, graduated, per dozen..	60	15 00
10 dozen best red lead pencils, per dozen.....	10	1 00
20 dozen folders, ivory, 9-inch, per dozen.....	1 00	20 00
400 dozen red linen tape, assorted, per dozen.....	5	20 00
10 dozen silk taste, colors and widths, in hanks, per dozen.....	1 00	10 00
1 dozen pounce boxes, cocoa, per dozen.....	50	50
20 dozen paper weights, assorted, per dozen.....	1 00	20 00
1 dozen best gold pens, per dozen, (with cases, \$24).....	18 00	18 00
12 dozen sand boxes, cocoa, per dozen.....	25	3 00
15 dozen wafer stands, or boxes, cocoa, per dozen.....	25	3 75
6 dozen erasers, Rodgers & Son's, ivory handles, genuine, per dozen..	1 00	6 00
8 dozen penknives, Rodgers & Son's, four blades, buckhorn handles, genuine, per dozen.....	18 00	144 00

PROPOSALS—Continued.

Estimated quantity wanted for each year.	Amount.	Total.
6 dozen wafer stamps, ivory handles, per dozen	\$0 50	\$3 00
5 dozen wafer stamps, lignumvitæ handles, per dozen	50	2 50
4 dozen office shears, 11 inches, per dozen	1 00	4 00
4 dozen office scissors, per dozen	1 00	4 00
12 dozen inkstands, Draper's patent, movable tops, per dozen	6 00	72 00
4 dozen inkstands, cast iron, large, double, per dozen	1 00	4 00
2 dozen inkstands, cast iron, large, single, per dozen	1 00	2 00
2 dozen bronze spring-top inkstands, per dozen	3 00	6 00
200 bottles ink, black, Maynard & Noyes', in quart bottles, per bottle	20	40 00
75 bottles ink, Cooper & Philips', or equal, per quart bottle	50	37 50
100 bottles ink, red, Arnold's, or equal, in $\frac{1}{4}$ pint bottles, per bottle	18	18 00
100 pounds wafers, common size, red, per pound	10	10 00
75 pounds sealing wax, best extra superfine, scarlet, per pound	20	15 00
20 pounds India rubber, prepared, per pound	50	10 00
5 pounds India rubber, unprepared, per pound	50	2 50
300 quarts black sand, per quart	5	15 00
20 ounces pounce, per ounce	1	20
400 pounds twine, linen, per pound	20	80 00
100 pounds twine, cotton, per pound	25	25 00
6 dozen rulers, mahogany, round or flat, per dozen	50	3 00
2 dozen rulers, lignumvitæ, round, per dozen	1 00	2 00
5 pounds sponge, best, per pound	2 00	10 00
10 pounds gum arabic, best, per pound	1 00	10 00
5,000 extra large size white adhesive envelopes, very smooth and thick, $9\frac{1}{2}$ by $4\frac{1}{2}$ inches square, per hundred	60	30 00
25,000 long buff adhesive envelopes, very smooth and thick, $9\frac{1}{2}$ by $3\frac{7}{8}$ inches, per hundred	60	150 00
25,000 long white or buff adhesive envelopes, very smooth and thick, for letters and circulars, $8\frac{3}{4}$ by $3\frac{5}{8}$ inches, per hundred ..	60	150 00
3,000 buff or white adhesive letter envelopes, very smooth and thick, per hundred	50	15 00
1,000 small size white note adhesive envelopes, per hundred	30	3 00
2,000 large size white note adhesive envelopes, per hundred	30	6 00
3,000 letter size white adhesive envelopes, per hundred	30	9 00
Aggregate		1,904 45

The adhesive envelopes must be thickly gummed, a fourth of an inch wide round the lappels.

Each bidder must furnish with his proposals a sample, and but one sample, of each article bid for.

Each article must be bid for, and no more than one price named for any one article.

Bids not fully conforming to the advertisement will not be considered.

The terms and conditions of the advertisement for stationery are to be incorporated in the contract for stationery; and the Head of the department will, in all cases, judge whether the articles tendered by the contractor are of the quality required by the contract.

The contract will be awarded to the lowest and best bidder; and bond and security will be required for its faithful performance.

The stationery is to be furnished as it may be ordered by the department, and at the contract prices, whether the quantities exceed or fall short of those estimated.

We certify that Blanchard and Mohun are of sufficient ability to fulfil the above proposal.

WM. ORME.

WM. PETTIBONE.

Now, therefore, the said party of the first part hereby agrees to order such articles of stationery, of the kind and description named in the said advertisement and proposals, as may, from time to time, be required by the Postmaster General for the use of the Post Office Department, from the 1st day of October, 1859, to the 30th day of September, 1863, under the rules, regulations, and orders of said department, to be furnished by the said parties of the second part, under this contract, and to pay for the same at the rates and prices set down opposite each article named in said proposals, which payment shall be made quarterly, on the presentation and due settlement of the accounts at the Post Office Department, in the city of Washington, commencing on the 1st day of January next.

And the said parties of the second part agree to furnish and deliver at the Post Office Department, in the city of Washington, any and all the articles named in the said advertisement, as the same may be required and ordered by the Postmaster General, and within a reasonable time after the same shall be so ordered, at and for the prices named and set opposite each article named in the said proposals. It is further agreed by the said parties of the second part that all the articles hereby contracted for shall be fully equal to the samples referred to and furnished by the said parties of the second part, which said samples, or a portion of each, shall be deposited with and kept by the First Assistant Postmaster General, subject to the inspection of the parties of the second part. And it is further agreed that no member of Congress shall be admitted to any share or part of this contract, or to any benefit to arise therefrom; and this agreement shall in all parts be subject to the terms and requirements of an act of Congress passed the 21st day of April, 1808, entitled "An act concerning public contracts." And it is further agreed that this contract may be annulled for repeated failures, or for not furnishing the articles ordered of the kind and quality required by the contract, within a reasonable time after the same shall be ordered.

In witness whereof, the seal of the Post Office Department and the signature of the said Postmaster General, as well as the [L. s.] hands and seals of the said parties of the second part, are hereunto affixed, the day and year first above written.

J. HOLT.

VALENTINE BLANCHARD. [L. s.]

RICHARD B. MOHUN. [L. s.]

Signed, sealed, and delivered in presence of—

ST. JOHN B. L. SKINNER.

Know all men by these presents that we, Valentine Blanchard and Richard B. Mohun, of the city of Washington, in the District of Columbia, as principals, and Francis Mohun, of the same city, as surety, are held and firmly bound unto the United States of America in the just and full sum of ten thousand dollars current lawful money of the United States, to be paid to the said United States, to which payment, well and truly to be made, we bind ourselves, our heirs,

executors, and administrators, jointly and severally, firmly by these presents. Sealed with our seals, and dated 29th day of September, A. D. 1859.

The condition of this obligation is such that whereas the above-bounden Valentine Blanchard and Richard B. Mohun, by a certain article of agreement bearing even date herewith, have contracted and agreed with the said United States to furnish and deliver at the Post Office Department, for the use of said department, certain articles of stationery, for the term of four years from the first day of October, 1859, as, by reference to said article of agreement, hereto annexed, will more fully appear.

Now, if the said Valentine Blanchard and Richard B. Mohun shall well and truly keep and perform the covenants in the said article of agreement on their part to be kept and performed, then this obligation to be void, otherwise of force.

VALENTINE BLANCHARD. [L. S.]

RICHARD B. MOHUN. [L. S.]

FRANCIS MOHUN. [L. S.]

Signed, sealed, and delivered in presence of—

ST. JOHN B. L. SKINNER.

John B. Murray's contract for 1,600 lamp-post letter-boxes, to be put up in the cities of New York, Brooklyn, and Williamsburg, N. Y.

This agreement, made the 16th day of April, A. D. 1860, between the United States of America, by Joseph Holt, Postmaster General, of the first part, and John B. Murray, of the city of New York, of the second part, witnesseth : That the said party of the second part, for and in consideration of the agreement of the said party of the first part, hereinafter contained, doth covenant and agree to and with the said party of the first part to make and attach to the public lamp-posts in the cities of New York, Brooklyn, and Williamsburg, in the State of New York, as soon as permission for the same can be obtained from the respective cities, at such points as the Postmaster General may direct, three hundred (300) cast-iron letter-boxes, of the medium size, the same as are now attached to the public lamp-posts in said city of New York, and to remove once, to such other points in said city as the Postmaster General may direct, prior to May 15, 1860, at his own expense, the 200 similar letter-boxes now attached to said lamp-posts in said city of New York; and further, to make and attach to lamp-posts in said cities, as the Postmaster General may direct, eleven hundred (1,100) boxes of the new and largest size, being twenty-four inches in depth on the extreme outside, precisely similar in every respect as to size, finish, painting, locks, and sleeves, with five per cent. of keys, as the sample box now in the office of the Postmaster General, and to repair, at his own expense, within thirty days of their being put up, any of said boxes which may get out of order from being improperly constructed. The whole 1,600 boxes to be paid for as follows :

The sum of thirty-two hundred and fifty dollars (\$3,250) as soon as the first-named 300 boxes are put up (making 500 of the medium size put up) and accepted by the Postmaster General, or his agent. The further sum of forty-seven hundred and fifty dollars (\$4,750) when 500 of the new and largest boxes are put up and accepted as aforesaid, and the remaining sum of five thousand dollars (\$5,000) when the last 600 of the new and largest boxes are put up and accepted as aforesaid.

And the said party of the first part agrees to purchase the said 1,600 cast-iron letter-boxes when thus completed and attached to said lamp-posts, and to pay for the same the sum of thirteen thousand dollars, (\$13,000,) as herein before provided, and also to facilitate the rapid execution of this contract by indicating as early as practicable at what points the said 300 medium size and 1,100 largest size boxes shall be set up, and to what points, if any, the said 200 medium sized boxes shall be removed.

And it is further agreed that in case the said Postmaster General shall neglect or refuse to indicate where the said 1,400 boxes, or any part of them, shall be set up within ten days after notice to him in writing, duly mailed, that they are ready to be put up, then the said party of the second part may proceed to put them up in any of the avenues and streets in said cities, at such distances apart as they are now set up in any streets or avenues. And in case said Postmaster General, or his agents, shall neglect or refuse to accept any or all of the said 1,600 boxes within ten days from the date of notice that the same are put up in the quantities herein indicated, then this contract shall be deemed to be fulfilled and accepted by said Postmaster General.

And it is further agreed that no member of Congress shall be admitted to any share or part of this contract, nor to any benefit to arise therefrom, and this agreement shall be in all respects subject to the terms and requirements of an act of Congress passed April 21, 1808, entitled "An act concerning public contracts."

And it is further mutually agreed that, in consideration hereof, a certain contract for the purchase of 2,000 cast-iron letter-boxes, made between the parties hereto, and dated December 21, 1859, is hereby cancelled, this contract being substituted therefor.

In witness whereof, the seal of the Post Office Department and the signature of the Acting Postmaster General, as well as the [L. S.] hand and seal of the said party of the second part, are hereunto affixed, the day and year first above written.

HORATIO KING,

Acting Postmaster General.

JOHN B. MURRAY. [L. S.]

Signed, sealed, and delivered in presence of—

Dickey, Ross & Dickey's contract with the Post Office Department for cotton twine in place of Samuel D. Elwood's, annulled.

This agreement made and executed this fifth day of June, in the year of our Lord 1860, between Joseph Holt, Postmaster General of

the United States of the first part, and Samuel J. Dickey John D. Ross, and Ebenezer J. Dickey, gentlemen and copartners in trade, in Chester county, in the State of Pennsylvania, under the name and style of Dickey, Ross and Dickey, of the second part. witnesseth:

That whereas the said Postmaster General did cause an advertisement, bearing date the 14th of October, 1859, to be published in certain newspapers within the United States, which advertisement is headed "proposals for wrapping paper, twine, and sealing wax," a copy of which is hereunto annexed, and under which advertisement proposals were received at the Post Office Department, in the city of Washington, and were at the time specified for that purpose in said advertisement duly opened and examined, and the bid of Samuel D. Elwood, for furnishing cotton twine was accepted by the Postmaster General, as being the lowest bidder under the said advertisement, and notice thereof was given to the said S. D. Elwood; and whereas the said S. D. Elwood failed to furnish the said cotton twine of the quality specified in said advertisement, a sample of which twine is attached to the contract therefor, made and entered into by the said S. D. Elwood with the Post Office Department aforesaid; and whereas in consequence of the default of the said S. D. Elwood, as aforesaid, the Postmaster General did, on the 10th day of May, A. D. 1860, order the said contract for cotton twine made with the said Samuel D. Elwood to be rescinded and annulled;

And whereas the said Postmaster General did then accept the bid of the said Dickey, Ross and Dickey, as the next lowest bidders to the said Samuel D. Elwood for furnishing cotton twine as aforesaid, to districts number one, two, and three, of the Post Office Department.

Now, therefore, in consideration of the premises, and of the mutual covenants and agreements of the parties aforesaid herein contained, it is hereby covenanted and agreed between the said parties as follows, to wit:

The said parties of the second part hereby covenant and agree to and with the party of the first part, at the proper cost and expense of the said parties of the second part, to make, furnish, and deliver, for and to the Post Office Department of the United States so much of the cotton twine herein specified as shall be required by the said party of the first part, or as shall be required by the Postmaster General of the United States for the purpose of supplying with the same all post offices in the districts aforesaid, which said cotton twine shall be delivered and furnished as aforesaid, in balls of sixteen ounces each in weight, or on spools weighing each from one and a half to two pounds, to be well and securely packed for transportation in packages of such size and weight as shall, from time to time, be ordered and directed by the said Postmaster General, and which said cotton shall be in all respects equal in size, quality, weight, strength, and worth, to the sample thereof hereto annexed.

The said party of the first part hereby covenants and agrees to and with the said parties of the second part to pay the said parties of the second part for the said cotton twine as follows, to wit:

For each and every pound of cotton twine in balls and on spools,

furnished and delivered at the agency of the Post Office Department, in district number one, at Washington, D. C., the sum of twenty-three and one half cents.

For each and every pound of cotton twine in balls and on spools, furnished and delivered at the agency of the Post Office Department, in district number two, at the city of New York, the sum of twenty-three and one half cents.

For each and every pound of cotton twine in balls, furnished and delivered at the agency of the Post Office Department, in district number three, at the city of Cincinnati, the sum of twenty-four cents.

And the parties of the second part further covenant and agree, that if the districts aforesaid should be reconstructed or increased in number, the twine aforesaid shall be delivered at such place or places as the Postmaster General shall designate, at *pro rata* prices.

And it is mutually covenanted and agreed between the parties hereto that in case of repeated failures upon the part of the said parties of the second part to promptly furnish and deliver, as aforesaid, the full quantity of said cotton-twine, corresponding in all respects with the description thereof herein contained, as the same shall be required for the purposes aforesaid, by the proper authority, then the Postmaster General shall be at liberty to annul and rescind these presents, and all covenants and agreements, on his part, entered into by this indenture; and, unless rescinded or annulled, this agreement shall continue in force and effect from the date of these premises until the first day of January, A. D. 1864, during which period of time the said parties of the second part are to furnish and deliver the said cotton twine as aforesaid.

And the payments for the said cotton twine are to be made to the said parties of the second part in one month after the expiration of each quarter of a year after the execution hereof shall be commenced by the said parties of the second part, upon the production of the proper vouchers to the Auditor of the Treasury for the Post Office Department, in the city of Washington.

And it is further covenanted and agreed, upon the part of the parties of the second part hereto, that no member of Congress of the United States shall be admitted to any share or part of these presents, or to any benefit to arise therefrom.

In witness whereof the seal of the said Post Office Department, and the signature of the said Postmaster General, and the hands and seals of the said parties of the second part are hereunto affixed, the day and year first above mentioned.

[L. S.]

JOSEPH HOLT,
Postmaster General.

Witness to the signature of the Postmaster General:

HORATIO KING.

SAMUEL J. DICKEY, [L. S.]
JOHN D. ROSS, [L. S.]
E. J. DICKEY, [L. S.]

Signed, sealed, and delivered in presence of—
N. B. BROWNE.

In consideration of the making of the foregoing contract by the United States, and in consideration of one dollar, to us in hand paid by the said United States, we, the undersigned, do hereby undertake and guarantee that the parties of the second part in the said contract named shall faithfully and promptly, in all things, comply with, fulfill, and perform the foregoing contract, and, in case of their failure to do so, we will pay the said United States, on demand, all damages which it may sustain in consequence of such failure.

In witness whereof we have hereunto set our hands and seals this 5th day of June, A. D. 1860.

S. J. MEGARGEE, [L. s.]
JAMES CHAFFEE, [L. s.]

Signed, sealed, and delivered in presence of—
N. B. BROWNE.

The undersigned, postmaster at Philadelphia, State of Pennsylvania, certifies, under his oath of office, that he is acquainted with the above guarantors, and knows them to be men of property and able to make good their guaranty.

N. B. BROWNE, *P. M.*

JUNE 5, 1860.

THE UNIVERSITY OF CHICAGO

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The history of the United States is a story of the growth of a great nation from a small colony of English settlers. The first settlers came to the New World in search of a better life, and they found it. They built a new society, one of freedom and opportunity, and they made it a reality. The story of the United States is a story of the triumph of the human spirit over adversity, and it is a story that continues to inspire us today.

J. J. FARRINGTON, Jr.
JAMES HARRIS, Jr.

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W. B. BLOWNE, P. M.

APPROVAL OF THE SUNDRY CIVIL EXPENSES APPROPRIATION BILL.

MESSAGE

OF THE

PRESIDENT OF THE UNITED STATES,

IN

Explanation of his approval of the bill making appropriations for sundry civil expenses of the government.

JUNE 25, 1860.—Laid upon the table, and ordered to be printed.

To the House of Representatives :

I have approved and signed the bill entitled "An act making appropriations for sundry civil expenses of the government for the year ending the 30th June, eighteen hundred and sixty-one."

In notifying the House of my approval of this bill, I deem it proper, under the peculiar circumstances of the case, and in accordance with precedent, to make a few explanatory observations, so that my course in relation to it may not hereafter be misunderstood.

Amid a great variety of important appropriations, this bill contains an appropriation "For the completion of the Washington aqueduct, five hundred thousand dollars, to be expended according to the plans and estimates of Captain Meigs, and under his superintendence: *Provided*, That the office of engineer of the Potomac water-works is hereby abolished, and its duties shall hereafter be discharged by the chief engineer of the Washington aqueduct." To this appropriation for a wise and beneficial object I have not the least objection. It is true I had reason to believe, when the last appropriation was made, of eight hundred thousand dollars, on the 12th June, 1858, "for the completion of the Washington aqueduct," this would have been sufficient for the purpose. It is now discovered, however, that it will require half a million more "for the completion of the Washington aqueduct;" and this ought to be granted.

The Captain Meigs to whom the bill refers is Montgomery C. Meigs, a captain in the corps of engineers of the army of the United States, who has superintended this work from its commencement, under the authority of the late and present Secretary of War.

Had this appropriation been made in the usual form no difficulty could have arisen upon it. This bill, however, annexes a declaration to the appropriation that the money is to be expended under the superintendence of Captain Meigs.

The first aspect in which this clause presented itself to my mind was, that it interfered with the right of the President to be "commander-in-chief of the army and navy of the United States." If this had really been the case, there would have been an end to the question. Upon further examination, I deemed it impossible that Congress could have intended to interfere with the clear right of the President to command the army, and to order its officers to any duty he might deem most expedient for the public interest. If they could withdraw an officer from the command of the President and select him for the performance of an executive duty, they might, upon the same principle, annex to an appropriation to carry on a war a condition requiring it not to be used for the defence of the country unless a particular person of its own selection should command the army. It was impossible that Congress could have had such an intention. According to my construction of the clause in question, it merely designated Captain Meigs as its preference for the work, without intending to deprive the President of the power to order him to any other army duty for the performance of which he might consider him better adapted. Still, whilst this clause may not be—and I believe is not—a violation of the Constitution, yet how destructive it would be to all proper subordination, and how demoralizing its effect upon the *morale* of the army, if it should become a precedent for future legislation. Officers might then be found, instead of performing their appropriate duties, besieging the halls of Congress for the purpose of obtaining special and choice places by legislative enactment. Under these circumstances I have deemed it but fair to inform Congress that, whilst I do not consider the bill unconstitutional, this is only because, in my opinion, Congress did not intend, by the language which they have employed, to interfere with my absolute authority to order Captain Meigs to any other service I might deem expedient. My perfect right still remains, notwithstanding the clause, to send him away from Washington to any part of the Union to superintend the erection of a fortification, or any other appropriate duty.

It has been alleged, I think, without sufficient cause, that this clause is unconstitutional, because it has created a new office, and has appointed Captain Meigs to perform its duties. If it had done this, it would have been a clear question, because Congress have no right to appoint to any office, this being specially conferred upon the President and Senate. It is evident that Congress intended nothing more by this clause than to express a decided opinion that Captain Meigs should be continued in the employment to which he had been previously assigned by competent authority.

It is not improbable that another question of grave importance may arise out of this clause. Is the appropriation conditional, and will it fall provided I do not deem it proper that it shall be expended under the superintendence of Captain Meigs? This is a question

which shall receive serious consideration; because upon its decision may depend whether the completion of the water-works shall be arrested for another season. It is not probable that Congress could have intended that this great and important work should depend upon the various casualties and vicissitudes incident to the natural or official life of a single officer of the army. This would be to make the work subordinate to the man, and not the man to the work, and to reverse our great axiomatic maxim of "principles and not men." Upon the true and correct decision of the clause in this respect I desire to express no opinion. I repeat that this question shall be carefully considered should its decision ever become necessary.

JAMES BUCHANAN.

WASHINGTON, *June 25, 1860.*

FURTHER PROTEST OF THE PRESIDENT OF THE UNITED
STATES AGAINST THE COVODE COMMITTEE.

MESSAGE

OF

THE PRESIDENT OF THE UNITED STATES,

FURTHER

Protesting against the proceedings of the Covode Committee.

JUNE 25, 1860.—Read and referred to a Select Committee, consisting of Messrs. Stanton, Curry, Charles F. Adams, Sedgwick, and Pryor, with instructions to report at the next session of Congress

To the House of Representatives:

In my message to the House of Representatives of the 28th March last I solemnly protested against the creation of a committee, at the head of which was placed my accuser, for the purpose of investigating whether the President had “by money, patronage, or other improper means, sought to influence the action of Congress, or any committee thereof, for or against the passage of any law appertaining to the rights of any State or Territory.” I protested against this because it was destitute of any specification, because it referred to no particular act to enable the President to prepare for his defence, because it deprived him of the constitutional guards which, in common with every citizen of the United States, he possesses for his protection, and because it assailed his constitutional independence as a co-ordinate branch of the government.

There is an enlightened justice, as well as a beautiful symmetry, in every part of the Constitution. This is conspicuously manifested in regard to impeachments. The House of Representatives possesses “the sole power of impeachment;” the Senate “the sole power to try all impeachments;” and the impeachable offences are “treason, bribery, or other high crimes or misdemeanors.” The practice of the House, from the earliest times, had been in accordance with its own dignity, the rights of the accused, and the demands of justice. At the commencement of each judicial investigation which might lead to an impeachment specific charges were always preferred; the ac-

cused had an opportunity of cross-examining the witnesses, and he was placed in full possession of the precise nature of the offence which he had to meet. An impartial and elevated standing committee was charged with this investigation, upon which no member inspired with the ancient sense of honor and justice would have served had he ever expressed an opinion against the accused. Until the present occasion, it was never deemed proper to transform the accuser into the judge, and to confer upon him the selection of his own committee.

The charges made against me in vague and general terms were of such a false and atrocious character that I did not entertain a moment's apprehension for the result. They were abhorrent to every principle instilled into me from my youth, and every practice of my life; and I did not believe it possible that the man existed who would so basely perjure himself as to swear to the truth of any such accusations. In this conviction I am informed I have not been mistaken.

In my former protest, therefore, I truly and emphatically declared that it was made for no reason personal to myself, but because the proceedings of the House were in violation of the rights of the co-ordinate Executive branch of the government; subversive of its constitutional independence; and, if unresisted, would establish a precedent dangerous and embarrassing to all my successors. Notwithstanding all this, if the committee had not transcended the authority conferred upon it by the resolution of the House of Representatives, broad and general as this was, I should have remained silent upon the subject. What I now charge is, that they have acted as though they possessed unlimited power, and without any warrant whatever in the resolution under which they were appointed, have pursued a course not merely at war with the constitutional rights of the Executive, but tending to degrade the presidential office itself to such a degree as to render it unworthy of the acceptance of any man of honor or principle.

The resolution of the House, so far as it is accusatory of the President, is confined to an inquiry whether he had used corrupt or improper means to influence the action of Congress or any of its committees on legislative measures pending before them. Nothing more, nothing less. I have not learned through the newspapers, or in any other mode, that the committee have touched the other accusatory branch of the resolution, charging the President with a violation of duty in failing to execute some law or laws. This branch of the resolution is therefore out of the question. By what authority, then, have the committee undertaken to investigate the course of the President in regard to the convention which framed the Lecompton constitution? By what authority have they undertaken to pry into our foreign relations, for the purpose of assailing him on account of the instructions given by the Secretary of State to our minister in Mexico relative to the Tehuantepec route? By what authority have they inquired into the causes of removal from office, and this from the parties themselves removed, with a view to prejudice his character, notwithstanding the power of removal belongs exclusively to the President under the Constitution, was so decided by the first Congress in the year 1789, and has accordingly ever since been

exercised? There is in the resolution no pretext of authority for the committee to investigate the question of the printing of the post office blanks; nor is it to be supposed that the House, if asked, would have granted such an authority, because this question had been previously committed to two other committees, one in the Senate, and the other in the House. Notwithstanding this absolute want of power, the committee rushed into this investigation in advance of all other subjects.

The committee proceeded for months, from March 22, 1860, to examine *ex parte*, and without any notice to myself, into every subject which could possibly affect my character. Interested and vindictive witnesses were summoned and examined before them; and the first and only information of their testimony which, in almost every instance, I received, was obtained from the publication of such portions of it as could injuriously affect myself in the New York journals. It mattered not that these statements were, so far as I have learned, disproved by the most respectable witnesses who happened to be on the spot. The telegraph was silent respecting these contradictions. It was a secret committee in regard to the testimony in my defence, but it was public in regard to all the testimony which could by possibility reflect on my character. The poison was left to produce its effect upon the public mind, whilst the antidote was carefully withheld.

In their examinations the committee violated the most sacred and honorable confidences existing among men. Private correspondence, which a truly honorable man would never even entertain a distant thought of divulging, was dragged to light. Different persons in official and confidential relations with myself, and with whom it was supposed I might have held conversations, the revelation of which would do me injury, were examined. Even members of the Senate and members of my own Cabinet, both my constitutional advisers, were called upon to testify, for the purpose of discovering something, if possible, to my discredit.

The distribution of the patronage of the government is by far the most disagreeable duty of the President. Applicants are so numerous, and their applications are pressed with such eagerness by their friends both in and out of Congress, that the selection of one for any desirable office gives offence to many. Disappointed applicants, removed officers, and those who for any cause, real or imaginary, had become hostile to the administration presented themselves, or were invited by a summons to appear before the committee. These are the most dangerous witnesses. Even with the best intentions, they are so influenced by prejudice and disappointment that they almost inevitably discolor truth. They swear to their own version of private conversations with the President without the possibility of contradiction. His lips are sealed and he is left at their mercy. He cannot, as a co-ordinate branch of the government, appear before a committee of investigation to contradict the oaths of such witnesses. Every coward knows that he can employ insulting language against the President with impunity, and every false or prejudiced witness

can attempt to swear away his character before such a committee without the fear of contradiction.

Thus for months, whilst doing my best at one end of the avenue to perform my high and responsible duties to the country, has there been a committee of the House of Representatives in session at the other end of the avenue, spreading a drag-net, without the shadow of authority from the House, over the whole Union, to catch any disappointed man willing to malign my character; and all this in secret conclave. The lion's mouth at Venice, into which secret denunciations were dropped, is an apt illustration of the Covode committee. The star chamber, tyrannical and odious as it was, never proceeded in such a manner. For centuries there has been nothing like it in any civilized country, except the revolutionary tribunal of France, in the days of Robespierre. Now, I undertake to state and to prove that should the proceedings of the committee be sanctioned by the House, and become a precedent for future times, the balance of the Constitution will be entirely upset, and there will no longer remain the three co-ordinate and independent branches of the government—legislative, executive, and judicial. The worst fears of the patriots and statesmen who framed the Constitution in regard to the usurpations of the legislative on the executive and judicial branches will then be realized. In the language of Mr. Madison, speaking on this very subject, in the forty-eighth number of the *Federalist*: "In a representative republic, where the executive magistracy is carefully limited both in the extent and duration of its power, and where the legislative power is exercised by an assembly which is inspired, by a supposed influence over the people, with an intrepid confidence in its own strength, which is sufficiently numerous to feel all the passions which actuate a multitude, yet not so numerous as to be incapable of pursuing the objects of its passions by means which reason prescribes, it is against the enterprising ambition of this department that the people ought to indulge all their jealousy and exhaust all their precautions." And in the expressive and pointed language of Mr. Jefferson, when speaking of the tendency of the legislative branch of government to usurp the rights of the weaker branches: "The concentrating these in the same hands is precisely the definition of despotic government. It will be no alleviation that these powers will be exercised by a plurality of hands, and not by a single one. One hundred and seventy-three despots would surely be as oppressive as one. Let those who doubt it turn their eyes on the republic of Venice. As little will it avail us that they are chosen by ourselves. An elective despotism was not the government we fought for; but one which should not only be founded on free principles, but in which the powers of government should be so divided and balanced among several bodies of magistracy as that no one could transcend their legal limits without being effectually checked and controlled by the others."

Should the proceedings of the Covode committee become a precedent both the letter and spirit of the Constitution will be violated. One of the three massive columns on which the whole superstructure

rests will be broken down. Instead of the executive being a co-ordinate, it will become a subordinate branch of the government. The presidential office will be dragged into the dust. The House of Representatives will then have rendered the Executive almost necessarily subservient to its wishes, instead of being independent. How is it possible that two powers in the State can be co-ordinate and independent of each other if the one claims and exercises the power to reprove and to censure all the official acts and all the private conversations of the other, and this upon *ex parte* testimony before a secret inquisitorial committee—in short, to assume a general censorship over the other? The idea is as absurd in public as it would be in private life. Should the President attempt to assert and maintain his own independence future Covode committees may dragoon him into submission by collecting the hosts of disappointed office-hunters, removed officers, and those who desire to live upon the public treasury, which must follow in the wake of every administration, and they, in secret conclave, will swear away his reputation. Under such circumstances, he must be a very bold man should he not surrender at discretion and consent to exercise his authority according to the will of those invested with this terrific power. The sovereign people of the several States have elected him to the highest and most honorable office in the world. He is their only direct representative in the government. By their Constitution they have made him commander-in-chief of their army and navy. He represents them in their intercourse with foreign nations. Clothed with their dignity and authority, he occupies a proud position before all nations, civilized and savage. With the consent of the Senate, he appoints all the important officers of the government. He exercises the veto power, and to that extent controls the legislation of Congress. For the performance of these high duties he is responsible to the people of the several States, and not in any degree to the House of Representatives.

Shall he surrender these high powers, conferred upon him as the representative of the American people, for their benefit, to the House, to be exercised under their overshadowing influence and control? Shall he alone of all the citizens of the United States be denied a fair trial? Shall he alone not be “informed of the nature and cause of the accusation” against him? Shall he alone not “be confronted with the witnesses” against him? Shall the House of Representatives, usurping the powers of the Senate, proceed to try the President, through the agency of a secret committee of the body where it is impossible he can make any defence, and then, without affording him an opportunity of being heard, pronounce a judgment of censure against him? The very same rule might be applied, for the very same reason, to every judge of every court of the United States. From what part of the Constitution is this terrible secret inquisitorial power derived? No such express power exists. From which of the enumerated powers can it be inferred? It is true the House cannot pronounce the formal judgment against him of “removal from office,” but they can, by their judgment of

censure, asperse his reputation, and thus, to the extent of their influence, render the office contemptible. An example is at hand of the reckless manner in which this power of censure can be employed in high party times. The House, on a recent occasion, have attempted to degrade the President by adopting the resolution of Mr. John Sherman, declaring that he, in conjunction with the Secretary of the Navy, "by receiving and considering the party relations of bidders for contracts, and the effect of awarding contracts upon pending elections, have set an example dangerous to the public safety, and deserving the reproof of this House."

It will scarcely be credited that the sole pretext for this vote of censure was the simple fact that in disposing of the numerous letters of every imaginable character which I daily receive I had, in the usual course of business, referred a letter from Colonel Patterson, of Philadelphia, in relation to a contract, to the attention of the Secretary of the Navy, the head of the appropriate department, without expressing or intimating any opinion whatever on the subject; and to make the matter, if possible, still plainer, the Secretary had informed the committee that "*the President did not in any manner interfere in this case, nor has he in any other case of contract since I have been in the department.*" The absence of all proof to sustain this attempt to degrade the President, whilst it manifests the venom of the shaft aimed at him, has destroyed the vigor of the bow.

To return, after this digression. Should the House, by the institution of Covode committees, votes of censure, and other devices to harrass the President, reduce him to subservience to their will, and render him their creature, then the well-balanced government which our fathers framed will be annihilated. This conflict has already been commenced in earnest by the House against the Executive. A bad precedent rarely, if ever, dies. It will, I fear, be pursued in the time of my successors, no matter what may be their political character. Should secret committees be appointed with unlimited authority to range over all the words and actions, and, if possible, the very thoughts of the President, with a view to discover something in his past life prejudicial to his character, from parasites and informers, this would be an ordeal which scarcely any mere man since the fall could endure. It would be to subject him to a reign of terror from which the stoutest and purest heart might shrink. I have passed triumphantly through this ordeal. My vindication is complete. The committee have reported no resolution looking to an impeachment against me; no resolution of censure; not even a resolution pointing out any abuses in any of the executive departments of the government to be corrected by legislation. This is the highest commendation which could be bestowed on the heads of these departments. The sovereign people of the States will, however, I trust, save my successors, whoever they may be, from any such ordeal. They are frank, bold, and honest. They detest delators and informers. I therefore, in the name and as the representative of this great people, and standing upon the ramparts of the Constitution which they "have

ordained and established," do solemnly protest against these unprecedented and unconstitutional proceedings.

There was still another committee raised by the House on the 6th March last, on motion of Mr. Hoard, to which I had not the slightest objection. The resolution creating it was confined to specific charges, which I have ever since been ready and willing to meet. I have at all times invited and defied fair investigation upon constitutional principles. I have received no notice that this committee have ever proceeded to the investigation.

Why should the House of Representatives desire to encroach on the other departments of the government? Their rightful powers are ample for every legitimate purpose. They are the impeaching body. In their legislative capacity it is their most wise and wholesome prerogative to institute rigid examinations into the manner in which all departments of the government are conducted, with a view to reform abuses, to promote economy, and to improve every branch of administration. Should they find reason to believe, in the course of their examinations, that any grave offence had been committed by the President or any officer of the government, rendering it proper, in their judgment, to resort to impeachment, their course would be plain. They would then transfer the question from their legislative to their accusatory jurisdiction, and take care that in all the preliminary judicial proceedings, preparatory to the vote of articles of impeachment, the accused should enjoy the benefit of cross-examining the witnesses, and all the other safeguards with which the Constitution surrounds every American citizen.

If, in a legislative investigation, it should appear that the public interest required the removal of any officer of the government, no President has ever existed who, after giving him a fair hearing, would hesitate to apply the remedy.

This I take to be the ancient and well-established practice. An adherence to it will best promote the harmony and the dignity of the intercourse between the co-ordinate branches of the government, and render us all more respectable both in the eyes of our own countrymen and of foreign nations.

JAMES BUCHANAN.

WASHINGTON, *June 22*, 1860.





House documents

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